

GRAIN DEALERS JOURNAL

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Blair Elevator Co., receivers & shippers.*

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Baltimore Pearl Hominy Co., corn pdts.*
Blackburn & Co., C. P., grain recvs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Pahey & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*

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Chamber of Commerce Members.

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Haynes, Wm. J., broker.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Marden & Co., C. F., grain brokers.
Merigold & Co., A. J., chicken wheat specialists.
Taft, R. C., grain broker.

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Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

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Bennett & Co., Jas. E., commission merchants.*
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Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
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Lipsey & Co., grain commission.*
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Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rogers Grain Co., commission merchants.*
Rosenbaum Bros., receivers, shippers.*
Rothchild Co., D., receivers & shippers.
Rothschild Co., The Moses, general grain com'n.*
Rumsey & Company, grain commission.*
Sawyers Grain Co., grain commission.*

CHICAGO (Continued).

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Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

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Sheets Elevator Co., The, grain, hay, straw.*
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Denver Elevator. We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.*
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Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay congnts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

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Hooster Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
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McCardle-Black Co., grain merchants.*
Minor, B. B., grain consignments solicited.
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Rich Grain Co., grain commission.
Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

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Aylsworth Grain Co., recvs., shippers.*
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*

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Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Fowler Grain Co., Lev., receivers & shippers.
Frisco Elevators Co., grain merchants.*
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Owen & Brother Co., grain commission.
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Getchell-Tanton Co., grain commission.
Godfrey-Blanchard Co., grain recvs.-shprs.*
Gould Grain Co., receivers & shippers.*
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McCaull Dinsmore Co., consignments solicited.*
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Scroggins McLean Co., corn and oats.*
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Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley & oats my spec'lty.*

The GRAIN DEALERS JOURNAL.

[Incorporated]

Vol. XLI. No. 1.

Chicago, Ill., U. S. A., July 10, 1918

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TEN CENTS PER COPY

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

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Riemsehneider, Wm., gr. consignments.*
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Updike Grain Co., consignments.*

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Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*

PEORIA (Continued).

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Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
Miles, P. B. & C. C., grain commission.*
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Rumsey, Moore & Co., grain receivers.*
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Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Scattergood & Co., S. F., corn-oats.*
Stites, A. Judson, grain and millfeed.*
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Young & Co., S. H., wheat, corn, oats.

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Geidel & Leubin, grain and hay.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Walton Co., Samuel, grain and hay.*

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Annan Burg G. & M. Co., flour, grain, millfeed.*
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Bryant, Tilghman A., grain broker-consignments.*
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Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
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Graham & Martin Grain Co., grain commission.*
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Marshall Hall Grain Co., grain com.*
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Hunter Grain Co., grain merchants.*
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Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
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King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
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Young Grain Co., The, grain receivers & shippers.*
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PHILADELPHIA

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Record of C. N. D. QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday..... 19.." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9 1/2 x 9 1/2 inches, are well bound in book form—a year's supply. Price 75 cents.

GRAIN DEALERS JOURNAL

305 S. La Salle Street Chicago, Illinois

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AND SOLD FOR SHIPMENT
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ELWOOD GRAIN CO. Buyers and Shippers

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DRY MILLING CORN

Missouri Grown

MID-WEST GRAIN CO.

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Receivers and Shippers

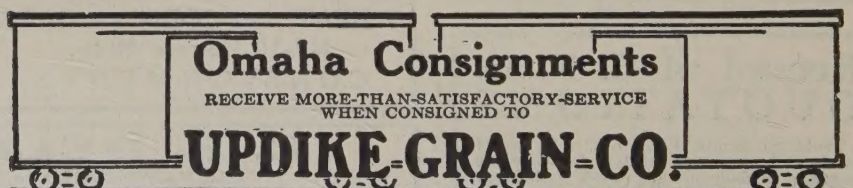
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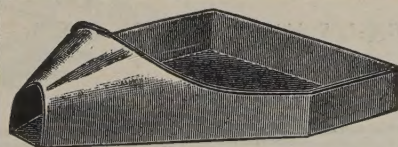
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country by advertising in the Grain Dealers
Journal. It reaches them twice each month.

Chamber of Commerce
Members**BALTIMORE**Chamber of Commerce
Members**C. P. BLACKBURN & CO.**COMMISSION MERCHANTS
Grain Receivers Exporters
Sell to US Consign to US**CONSIGNMENTS A SPECIALTY****JOHN T. FAHEY & CO.**Commission Merchants
Grain Receivers and Shippers
In the Market every day
Remember us on Rye BALTIMORE, MD.

Established 1880

G. A. HAX & CO.COMMISSION
Grain and Hay
BALTIMORE MARYLAND**CHAS. ENGLAND & CO.**Commission Merchants
GRAIN :: HAY :: SEEDS
308-310 Chamber of Commerce, BALTIMORE**CLARK'S CAR LOAD Grain Tables for Reducing Pounds to Bushels**

SEVENTH EDITION REVISED AND ENLARGED.

7—32 lb. tables, 20,000 to 97,000 lbs.; 5—34 lb. tables, 20,000 to 74,000 lbs.; 7—48 lb. tables, 20,000 to 97,000 lbs.; 9—56 lb. tables, 20,000 to 118,000 lbs.; 9—60 lb. tables, 20,000 to 118,000 lbs.

Printed on linen ledger paper, bound in leather, with marginal index.

Price, \$2.50.

GRAIN DEALERS JOURNAL, CHICAGO, ILL.

RECEIVERS, SHIPPERS AND BROKERS**WHEAT - CORN - OATS****DUMONT, ROBERTS & CO.**301-2 Cham. of Com., DETROIT
"The top o' the market to you."**The Fort Worth Elevators Company**

FORT WORTH, TEXAS

GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE
SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE FETERITA
Wire or Write Us to Sell or Buy**The Scott County Milling Co.**

Daily Capacity 3500 Bbls.

OFFER US YOUR
CORN, RYE and BARLEYMills and Elevators,
SIKESTON,
DEXTER,
ORAN.Storage
Capacity
3,000,000
BushelsGeneral Office:
SIKESTON, MO.**BOLIN HALL GRAIN CO.**Kansas Hard Wheat
Milo Maize and Kaffir Corn
HUTCHINSON - KANSAS**LEE D. JONES**

MEMPHIS, TENN.

Specializing in

RED OATS

CORRESPONDENCE INVITED

Stockbridge Elevator Co.BUYERS
OF Salvage Grains
Submit Samples and Quote Prices
JACKSON MICHIGAN**Paul Kuhn & Co.**

Receivers and Shippers

GRAIN

Terre Haute and Evansville, Ind.

You KnowYou want to do business with
the grain shippers. Tell them so.
The Grain Dealers Journal
reaches them.

Chicago

Minneapolis

Established 40 Years

Buerger Commission CompanyReceivers of all kinds of
Grains and Seeds
MILWAUKEE, WISCONSIN
CONSIGNMENTS SOLICITED**H. C. CARSON & CO.**

WHEAT—CORN—OATS—RYE—BEANS

1548 Penobscot Bldg., DETROIT

"CONSIGN TO CARSON"

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

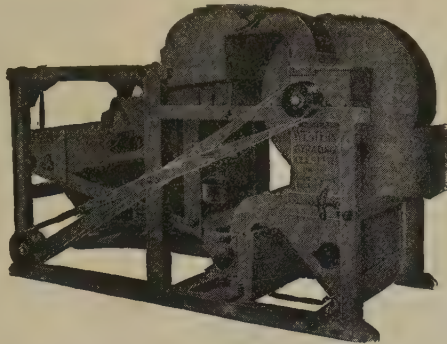
Wants Correspondence with members of the
Grain Dealers Associations in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.**Offer Us**CORN, OATS
MILLFEED
SCREENINGS
FLOUR
ETC.**L. E. SLICK & CO.**

BLOOMINGTON, ILL.

ASK FOR PRICES ON
CORN FEEDS
ALF-MOL-GRAIN
FEEDS
CORN MEAL
FLOUR

"Safety-First" Brand

Figure the amount of advertising
carried—Can you doubt our ability to **Produce Results**



"Western" Gyrating Cleaner

EXCELLENCE

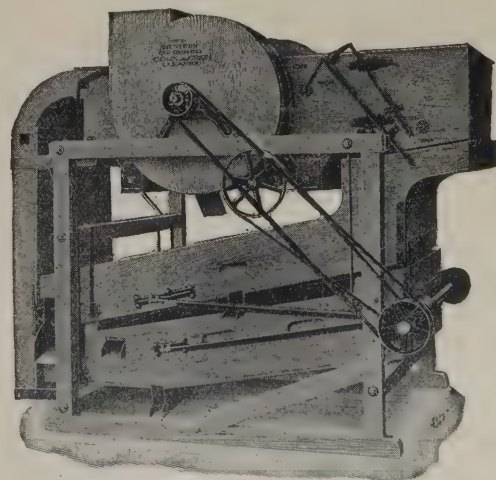
is never accidental. In men or machines, it is attained only after the expenditure of much effort in constant and conscious striving toward an ideal. It is due to the fact that we recognized this in the beginning and kept it always before us that the users of

Western Line

grain elevator equipment, are so well satisfied with their investment. The standard for nearly fifty years, it is recognized by the owners of grain handling plants as the one line of machinery which can be depended upon to render service that always exceeds expectations. To learn more about this line ask for a catalog.

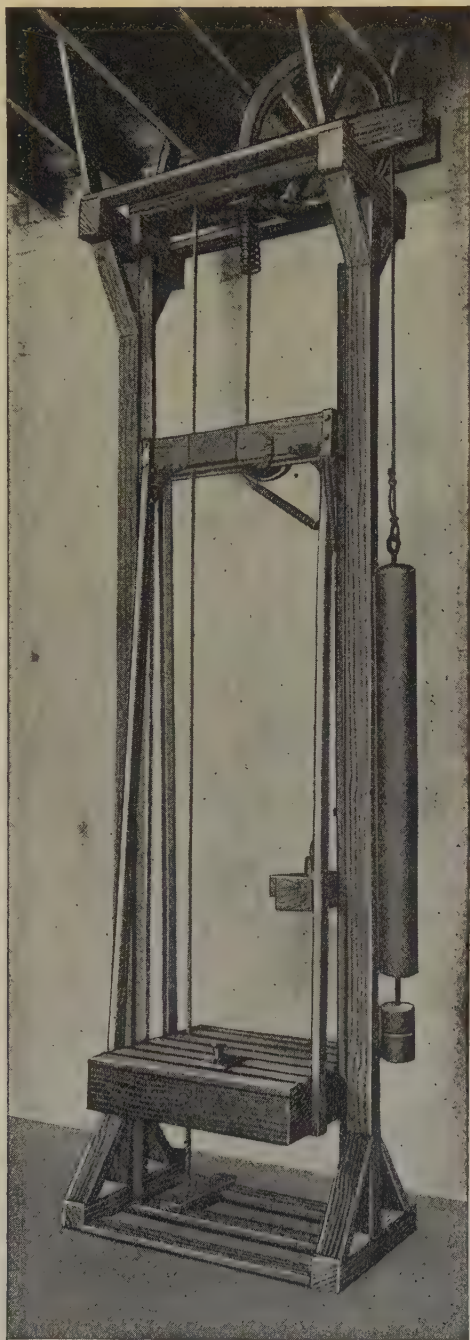
UNION IRON WORKS Decatur, Ill.

Have You
Bought
Enough
WAR Savings
Stamps?

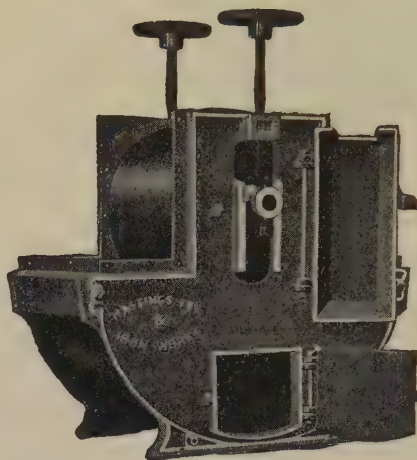


"Western" Combined Corn and Grain Cleaner

We Manufacture All Kinds of Grain Handling Machinery



SUCCESS MAN-LIFT



Birchard Elevator Boots



BIRCHARD IMPROVED DISTRIBUTOR

*We also manufacture
the "LORENZEN"
Automatic, Non-Chok-
able Distributor*

Wagon
Dumps

Rope Drives

Hanging
Tensions

Friction
and Jaw
Clutches

Pulleys and
Hangers

Elevator
Cups
Shafting

Safety Set
Collars

Self Oiling
Boxes

Bin Gates

Swivel Spouts

Receivers

Loading
Spouts

Sectional
Steel
Spouting

Sprocket
Wheels

Turn Heads

Wood Split
Pulleys

Single and Double Leather Belt

For the want of space we cannot mention one-fifth of the articles we make. Get our literature and our prices. We know that we can save you money. Every article we make we guarantee to give satisfaction or your money refunded.

York Foundry & Engine W'ks.

Established 1872.

York, Nebraska.

GOODRICH

GRAIN ELEVATOR BELTS

are your safest insurance against breakdowns, because they are painstakingly built for grain elevator service—and for nothing else.

Every little thing which might affect their work or weaken them in any way has been carefully provided for in the body of the belt.

The "House of **GOODRICH**" has everything to lose and nothing to gain by putting out a belt that will reflect a negative criticism on its maker. On the contrary we firmly believe that

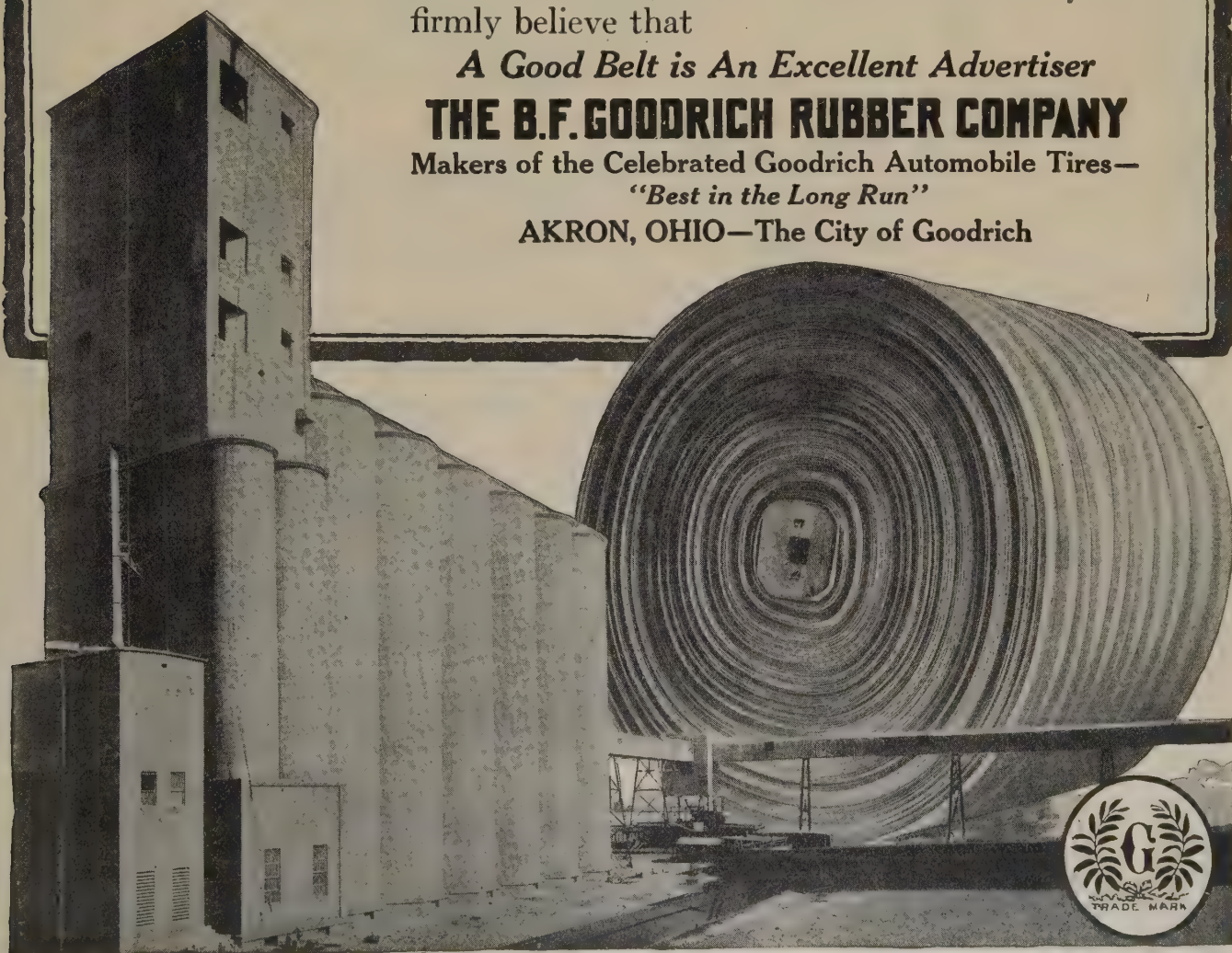
A Good Belt is An Excellent Advertiser

THE B.F. GOODRICH RUBBER COMPANY

Makers of the Celebrated Goodrich Automobile Tires—

"Best in the Long Run"

AKRON, OHIO—The City of Goodrich



The Stark Rolling Mill Co. Canton, O.



For the War Needs of the Nation—

Toncan Metal and Steel Sheets

Galvanized, Black and Blue Annealed

IN the war program of our Government, metal sheets are to be used only for certain purposes that have been declared essential.

We are complying fully with the wishes of our Government in regard to the distribution of our product.

We solicit inquiries regarding metal sheets to be used in the production of essential needs, and we assure for such orders as we may receive, the fullest possible measure of Government despatch.

Address Dept. Q-30.

The Stark Rolling Mill Co.

Canton

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Ohio

Toncan Metal and Steel Sheets

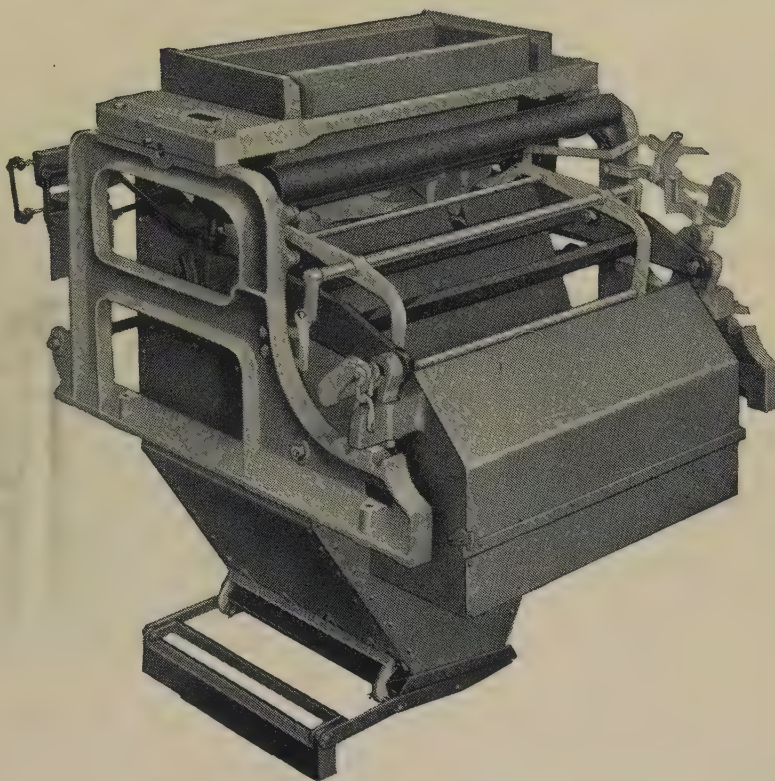
**Galvanized
Black and
Blue Annealed**

THE WONDER SCALE

THE NEW Richardson

Self Compensating
and
Type Registering
Automatic
Grain Scale

Makes its own
adjustments for
"dribble" or
grain in the air.



Self Operating
Self Adjusting
Self Compensating
Type Registering
Check Registering
Choke Proof
Fool Proof

Service Plus

An ideal of SERVICE—UNEXPECTED—UNDEMANDED—But REAL, is embodied in the **NEW RICHARDSON**.

The old choke-proof, type-registering RICHARDSON stood without a peer for accuracy and convenience. Why, then, the **NEW RICHARDSON**?

Because we were not content to halt our progress until others caught up. Because instead of merely being FIRST, we wanted to be "FIRST WITH THE OTHERS NOWHERE IN SIGHT."

The owner of a **NEW RICHARDSON** can load a car of wheat just before dinner and a car of oats after dinner, WITHOUT SHIFTING THE COMPENSATOR BETWEEN CARS. It requires as little looking after as any scale could. It is as near MAN PROOF as a scale can be. The only duty of the operator is to see that his **NEW RICHARDSON** is reasonably clean and in balance.

Choke-proof, and prints duplicate ticket showing the number of drafts.

The **NEW RICHARDSON** exemplifies SERVICE PLUS.

Write today for Bulletin 418. It's pretty enough to nail to your elevator wall after you read it.

RICHARDSON SCALE COMPANY

PASSAIC, N. J.

BRANCHES:

CHICAGO, 209 S. State St.
OMAHA, 327 Grain Exchange Bldg.

MINNEAPOLIS, 413 S. 3rd St.
WICHITA, 147 N. Emporia

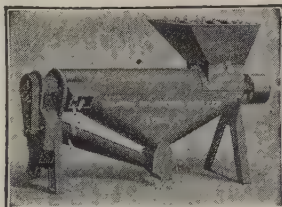
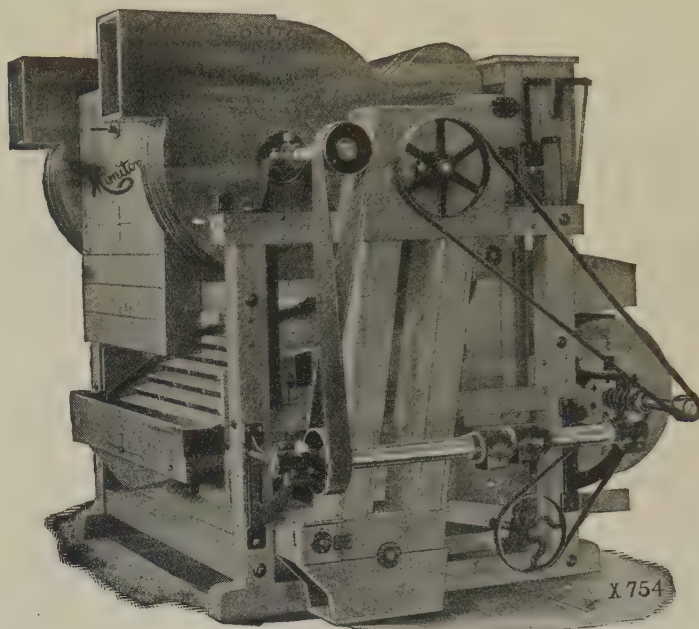


Northwestern Separator

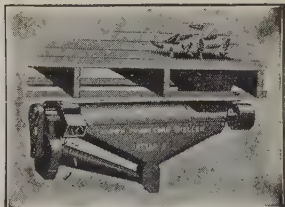
Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

HUNTLEY MFG. CO.

Silver Creek, N. Y.



Style A Sheller



Style B Sheller

**YOU CAN HANG
TRIUMPH CORN SHELLERS
BELOW THE FLOOR
OR STAND THEM
ON THE FLOOR**

And either way they shell corn thoroughly and cost little to run.

Bulletin giving sizes, capacities, and power requirements gladly mailed upon request.

THE C.O. BARTLETT & SNOW CO.
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.
EASTERN OFFICE AT NEW YORK, N. Y.

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$4.75

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

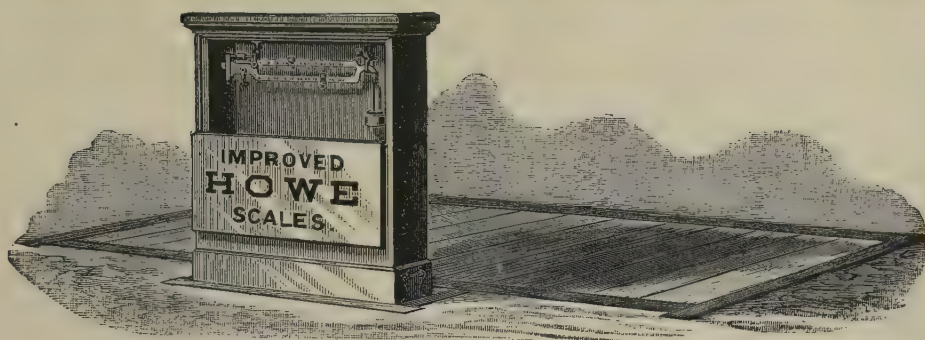
Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

H
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W
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H
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Howe Scales—

The Only Scales Made
With Protected Knives.

*Have Ball Bearings
Are Everlasting*

Warranted the Best, Most Accurate, Sensitive and Durable. No Check
Rods --- No Friction on Pivots --- The Only Ball Bearing Scale Made

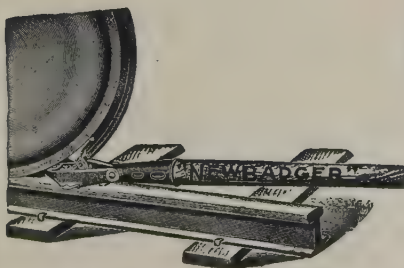
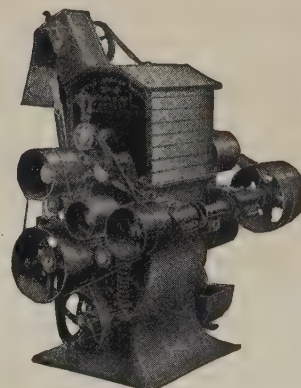
Old Scales of Any Make Repaired and Refitted



A Complete Stock of
Elevator Machinery
Always On Hand for Prompt Shipments

FOUR ROLLER MILLS FOR GRINDING
CORN MEAL AND ALL KINDS
OF FEED.

No Delay in Shipping.

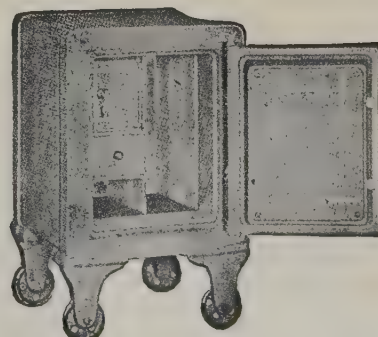


Pyrene Fire Extinguishers

Fire Proof Safes

All Kinds of Car Movers, Cup

Belting, Buckets, etc.



American Supply & Machinery Co.

OMAHA, NEBRASKA



A MANLIFT

is a necessary item of equipment in the up-to-date elevator. It makes the plant more efficient because it enables the men to do more and better work; it reduces the cost of insurance and labor; and it changes the work of caring for the machinery in the cupola from an unpleasant task into one that the operator will be glad to perform. All good manlifts have this in common, and in addition to these things the

CONSTANT SAFETY MANLIFT

is the easiest and cheapest operated manlift on the market—and the safest as well. The sheave over which the rope operates is fitted with ball bearings; the brakes are adjustable and positive in their action, and they work independently of each other. All material is carefully selected for the work it is to perform.

A catalog telling all about this manlift and the other items in our complete line of elevator machinery will be sent if you will ask for it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

SAVING GRAIN and PROFITS

are two matters in which every grain shipper is vitally interested; and the two are so closely related as to be inseparable, for you cannot waste grain and still continue in possession of the profits.

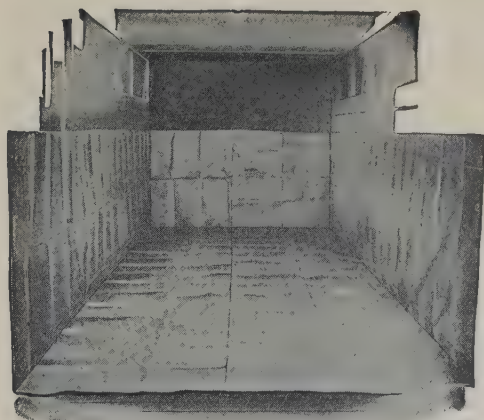
No more effective way of wasting grain can be imagined than the practice of loading it into cars that are not properly prepared to receive it, and only cars lined with

Kennedy Car Liners

are properly prepared.

By the use of Kennedy Car Liners the leakage of grain in transit can be cheaply and effectively prevented.

KENNEDY STANDARD LINERS are made for cars in general bad order; KENNEDY END LINERS for cars with defective ends and corners; KENNEDY GRAIN DOOR LINERS for protecting against leaks at the doors. After becoming accustomed to their use the shipper can install the Liners in a very short time, frequently saving enough time in cooping a car to pay the cost of the liner. Write for descriptive literature.



Kennedy Car Liner & Bag Co.
Shelbyville, Ind.

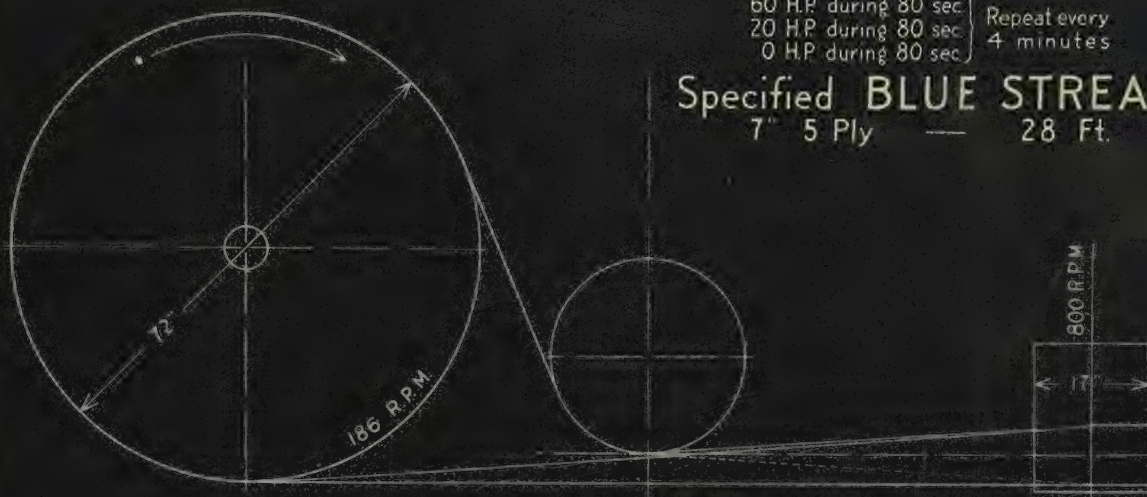
OUTLINE OF CENTRIFUGAL DRIVE

Attain maximum speed in 25 sec
 Stop with brake on drive pulley in 30 sec

60 H.P. during 80 sec } Repeat every
 20 H.P. during 80 sec } 4 minutes
 0 H.P. during 80 sec }

Specified BLUE STREAK

7" 5 Ply — 28 Ft.



That Centrifugal Drive—and the G.T.M.

The Sugar-Mill Men swear that it is the hardest drive in the world—that centrifugal drive. Your men may want to argue the point. They may have a notorious belt devourer of their own. But they'll admit that the centrifugal is tough.

Out in Colorado almost everything was tried on it—cheap belts, expensive belts, natural belts and patent. But none did well. The G.T.M.—Goodyear Technical Man—out there called. He was asked the price of a Goodyear Belt to fit. He said he didn't know—that no Goodyear Technical Man sold belts that way.

The Goodyear Plan—He told them the Goodyear plan of prescribing belts—how conditions vary and how many kinds of belts we make to fit them—that if Goodyear men were only traveling price-lists we might as well sell belts by mail. He asked to see the drive.

What He Found—There was a driving pulley of 72 inches on a horizontal shaft. It drove a 17 inch pulley on a vertical shaft at 800 r.p.m. A quarter turn was necessary—and there was a 20 inch tightener idler.

And that was far from the worst of it. The machine had to start from a stop every four minutes—attain full speed in 25 seconds—had to be stopped in 30 seconds. In stopping, the brake heated the pulley until it couldn't be touched.

He admitted that it was one of the hardest drives in the world, and so he prescribed a 28 foot length, 7 inch 5 ply Blue Streak—the Goodyear belt especially designed for such service.

How It Worked—The master mechanic was skeptical. "It's a laced belt," he said, "and no lace will stand that racket." "There's a special lace for this service, and you'll get it with the belt," said the G.T.M. When the belt was applied it did better than any they had ever had—started better, stood stopping better—lasted longer.

They ordered it for other centrifugals—and asked the G.T.M. to make the regular Goodyear Plant Analysis covering every drive in their plant. And they're now ordering according to its prescriptions.

Try It in Your Plant—There are scores of G.T.M.'s in the Goodyear organization. Several are in your territory. All are graduates of the Goodyear Technical School. All have had thorough experience with belts in many industries and with many plants in each.

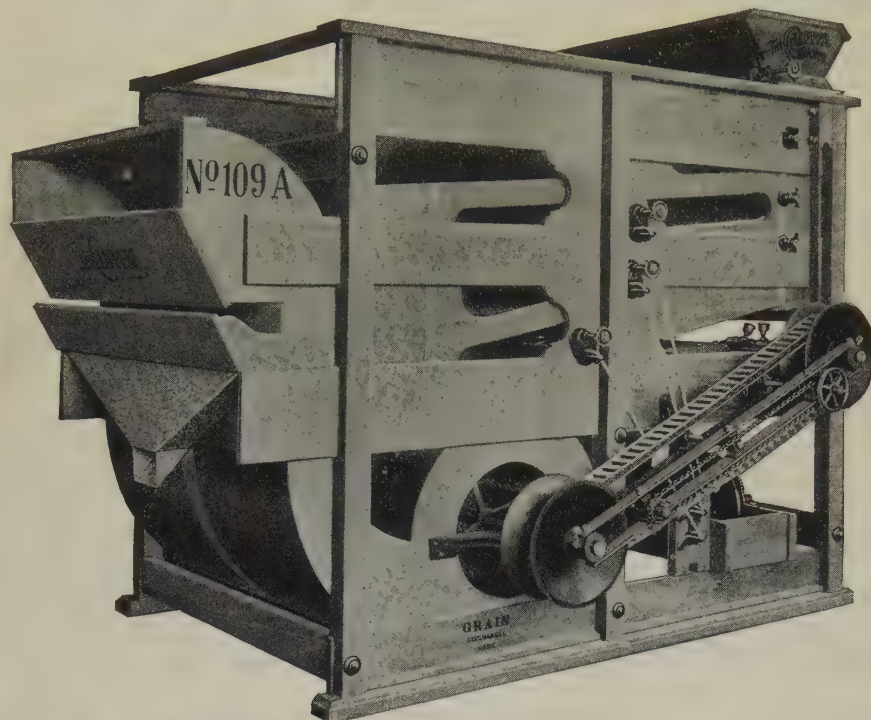
Ask us to send one of them to analyze your drives. Order the belt he prescribes for the very hardest. Then keep a service record on the blanks we furnish. The resulting orders from you for other drives will compensate us for the free analysis service.

The Goodyear Tire & Rubber Company, Akron, Ohio

BELTING • PACKING HOSE • VALVES
GOODYEAR
 AKRON

No. 109-A Clipper Cleaner

With Traveling Screen Brushes and Variable Air Regulator



This is an up-to-date machine of good capacity and highly desirable for cleaning grains, seeds, beans, etc.

Traveling Screen Brushes

Traveling Brushes under the screens are necessary to keep the screen perforations from clogging, and, also to insure light seeds or grain traveling rapidly over or through the screens. Our brushes travel on roller bearings and never give trouble. Ninety-five per cent of the machines we send out are equipped with the brushes.

Variable Air Regulator

Practically all the machines we send out or have sent out in the past three years are equipped with the Air Regulator for regulating the air blast. Different kinds of seeds and grains and differing conditions of the seeds or grain call for a varying strength of air blast in separating the dust, chaff and shrunken seeds or grains from the perfect seed and grain. With this device we can produce a blast strong enough to blow out the heaviest grain or beans, and by an adjustment requiring but an instant, reduce the blast sufficient for handling the lightest seeds such as timothy or blue grass.

Write for prices and full description.

A. T. FERRELL & CO.

Saginaw, W. S., Mich.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

218-220 Chestnut Street
ST. LOUIS, MO.



CEDAR POINT ON LAKE ERIE

Finest bathing beach in world

Largest hotels on Great Lakes

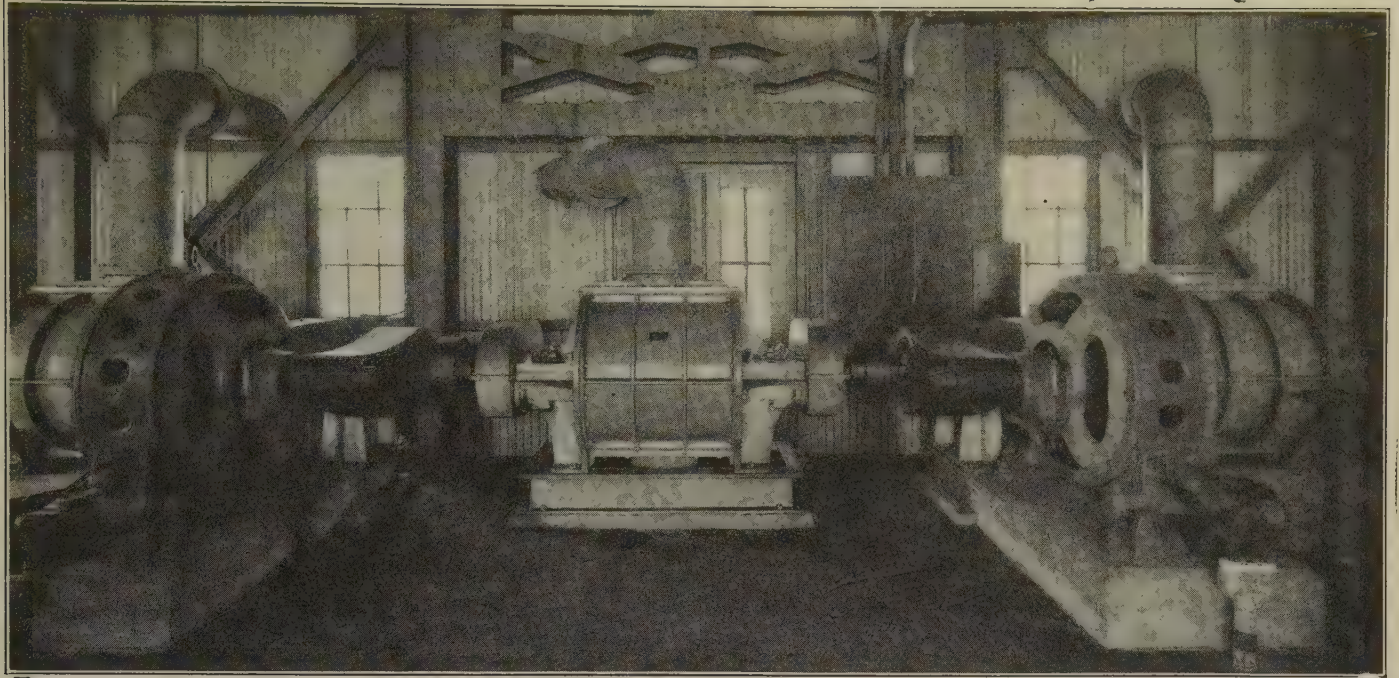
Every known inviting amusement

GRAIN DEALERS NATIONAL ASSOCIATION!

We cordially invite you to hold your 1919 convention here. We have every facility and auxiliary for your entertainment and comfort.

THE G. A. BOECKLING CO.

SANDUSKY, OHIO



250 H. P.

for the driving of three blowers operating under particularly arduous conditions is being transmitted continuously and with frequent overloads by

American High Speed Chain

This installation is of course but one out of thousands. There is nothing extraordinary about it. Yet it bears witness to satisfactory service, to hundreds of plants like yours where machines of many types are being driven day after day by American High Speed Chain.

Picture the blowers shown above if driven with belts. Light, Space, Power, Safety, Convenience and Positive Results are all conserved in the use of chain. We can do likewise for you.

**American High Speed Chain
ABELL-HOWE COMPANY**

National Distributor
CHICAGO, ILL.

FOR PROTECTION

of elevator and other buildings from fire; for guarding the contents against theft; for convenience of operation; and for economy of installation and maintenance, owners and builders who have given the subject careful study are equipping the doorways in both old and new plants with



Edwards Doors remained intact and in position through this hot fire

Edwards Rolling Steel Doors

They are made of heavy cold rolled steel, bright or galvanized, and may be had in the corrugated or interlocking slat type. Patented Spring Release Mechanism can be applied to cause the door to close automatically in the presence of heat, thus serving to retard the progress of the flames if fire once starts. Doors have been designed and successfully operated for openings of all sizes up to 40 feet wide and over 100 feet high.

Our Engineering Department will submit plans and specifications. Write today for catalog.

THE EDWARDS MANUFACTURING CO.

Lester G. Wilson, Consulting Engineer

339-389 Eggleston Avenue

CINCINNATI, OHIO

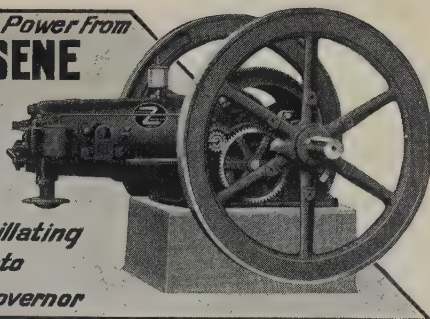
The World's Largest Manufacturers of Metal Roofing, Metal Shingles, Metal Ceilings, Metal Garages, Portable Buildings, Metal Lockers, Rolling Steel Doors, Partitions, Etc.

FAIRBANKS - MORSE "Z" Oil Engines

Get Unfailing Power from
KEROSENE

- Distillate
- Coal Oil
- Tops
- Gasoline
- 3 to 15 H.P.

*Built-in Oscillating
Magneto
Throttling Governor*



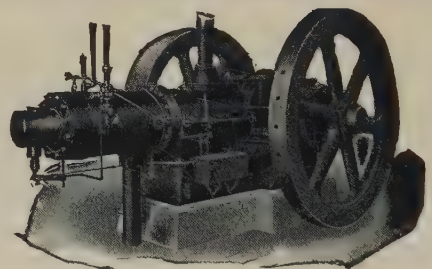
Time Tested—Dependable

The soft wet corn crop handled during the past fall and winter has proven—in many an elevator—the great efficiency of Fairbanks-Morse "Z" Oil Engines in times of unusual strain. It is the proven power for you.

Guaranteed by Fairbanks-Morse Quality

FAIRBANKS, MORSE & CO.
Chicago — Manufacturers

Engines, Scales, Motors, Lighting Plants, Water Systems, Etc.



Conserve Power

In this age of conservation, you must not only think of conserving foodstuffs, but everything. This is especially true as regards your power plant. There is no part of your elevator equipment that can cost you more to operate than your power plant. The original purpose of the

Muncie Oil Engine

was to give more power for less money; it conserves fuel and at the same time gives you the maximum amount of power. It is now the purpose of the Muncie, and will continue to be.

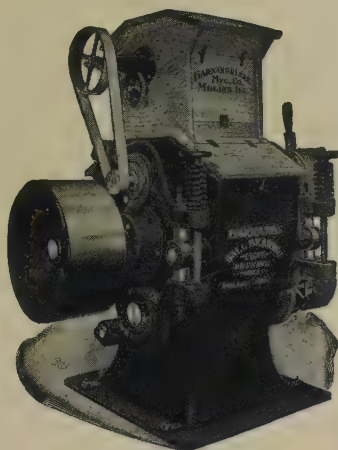
If you are in need of an engine of this kind, write us of your requirements; what is required of an engine in your plant, etc., and we will give you complete information.

MUNCIE OIL ENGINE CO.

516 JACKSON STREET

MUNCIE, IND.

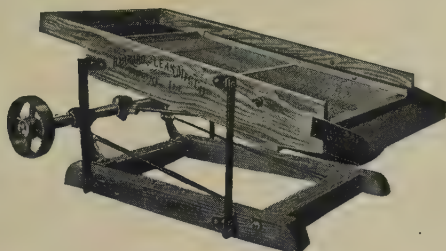
Everything for Handling Grain



Feed Grinders

Barley Rolls

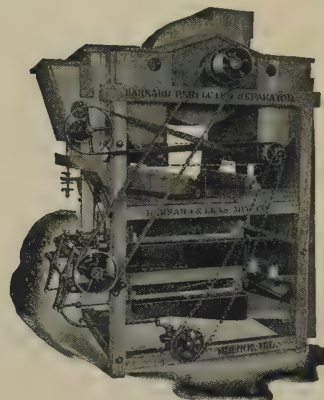
Screening Mills



Grain and Feed Screens



Pitless Shellers and Other Kinds

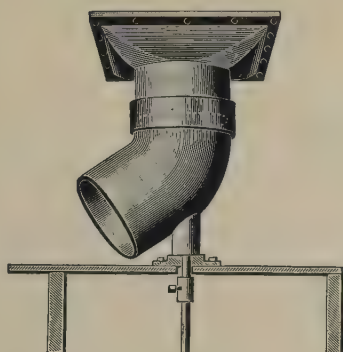


Grain Cleaners

Oat Clippers

Grain Shovels

Car Puller



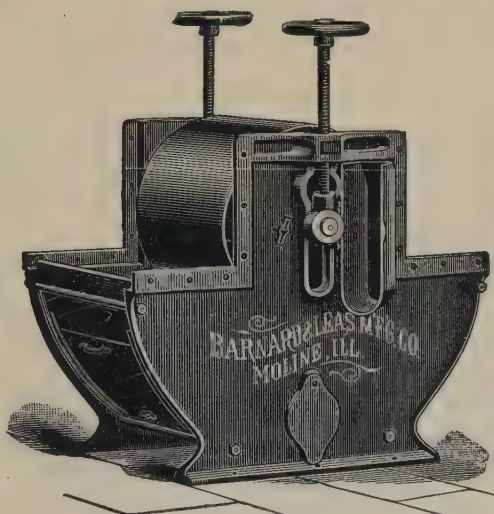
Friction Clutches

Rope Drives

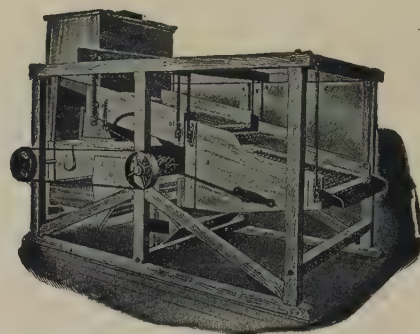
Pulleys and Hangers

Elevator Cups

Steel Conveyors



Heads and Boots All Kinds



Corn Cleaners

Dust Collectors

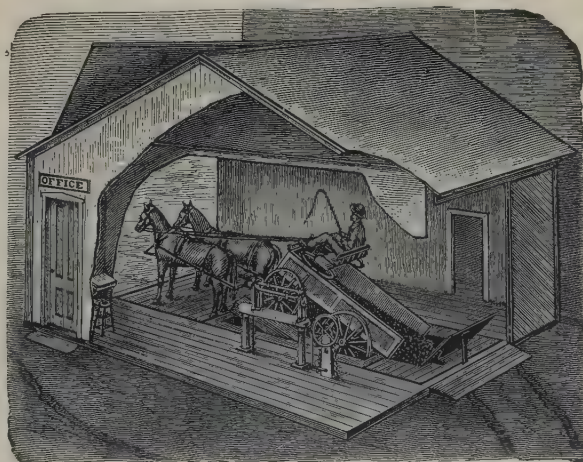
Perforated Meta

Belting

Wagon Dumps

Dump Scales

Automatic Scales



Shafting

Man Lifts

Turn Heads

Barnard & Leas Mfg. Co.

Incorporated

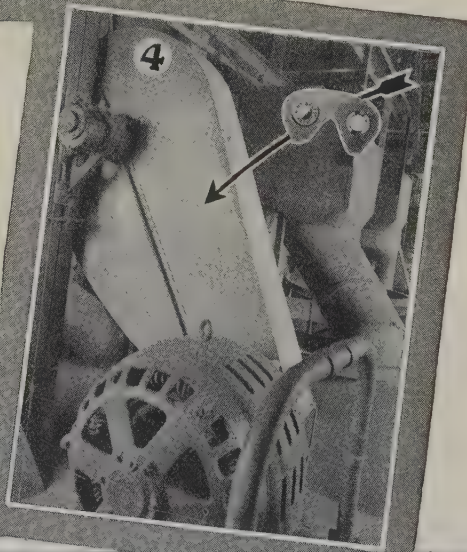
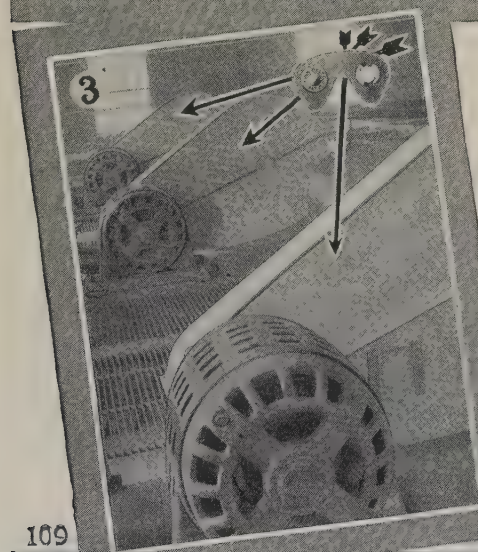
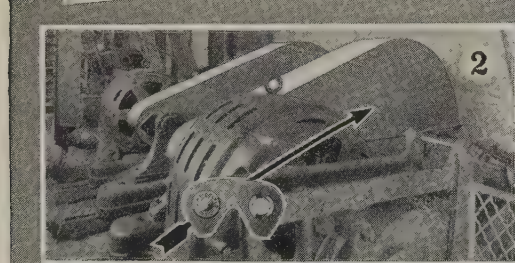
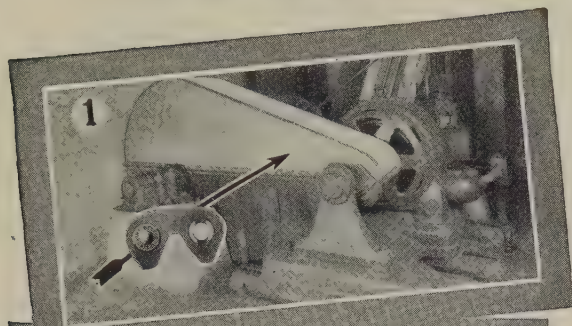
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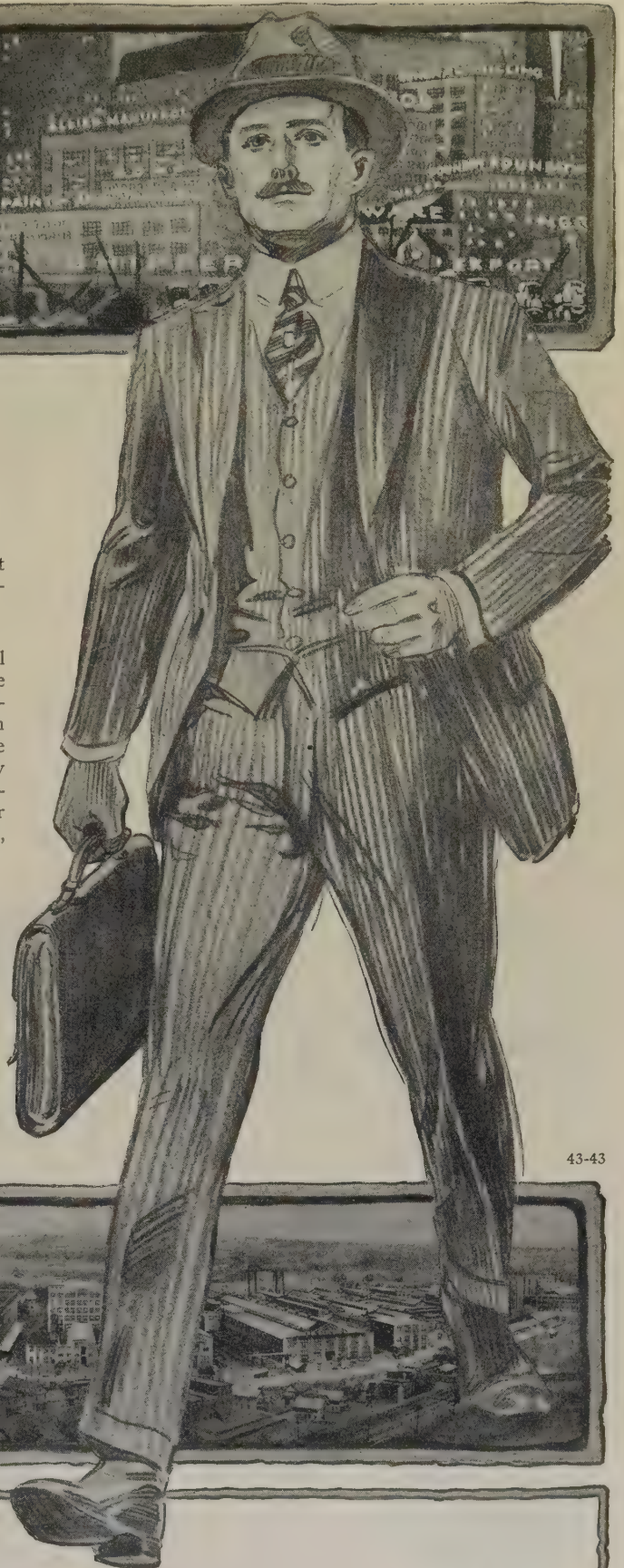
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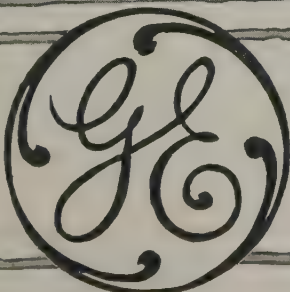
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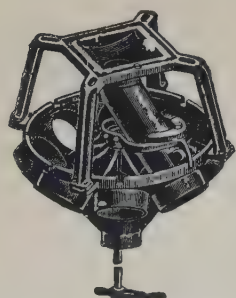
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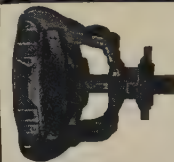
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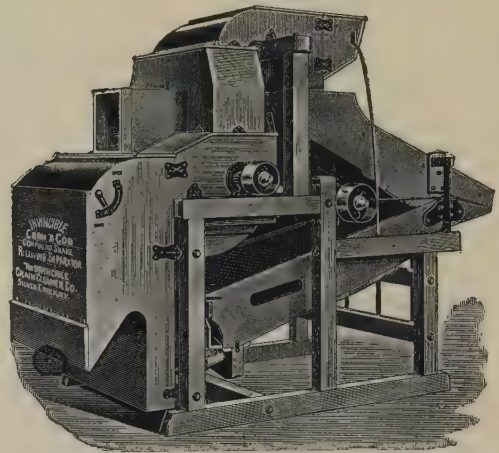
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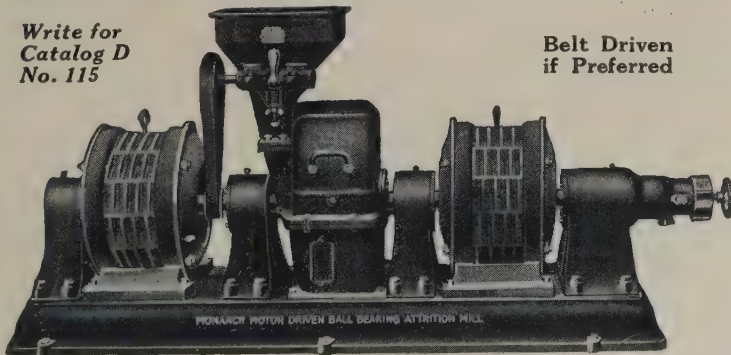
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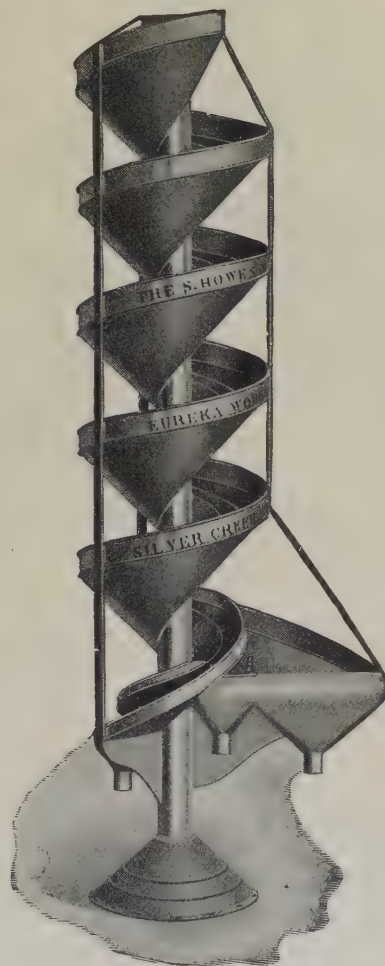
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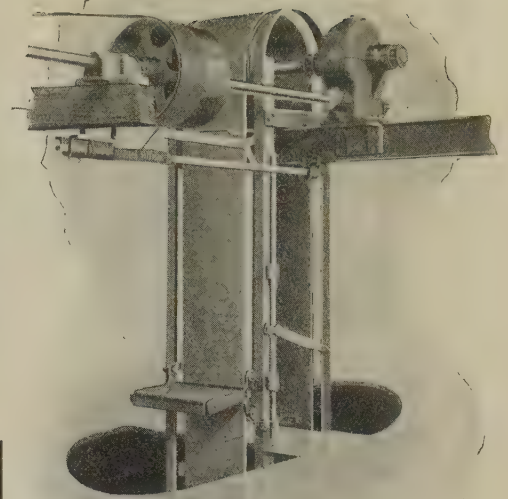
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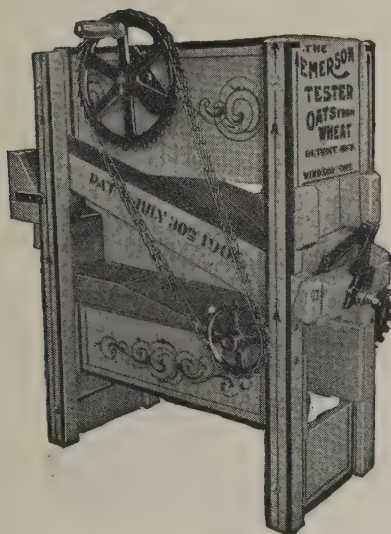
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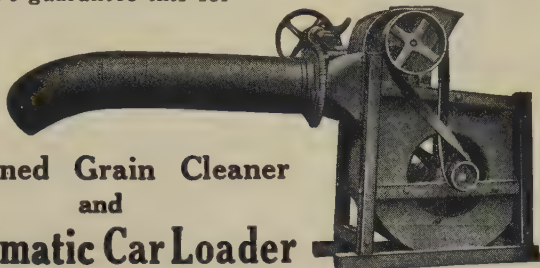
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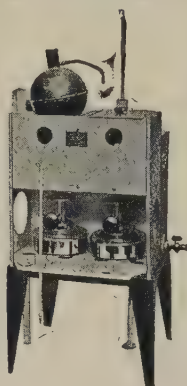
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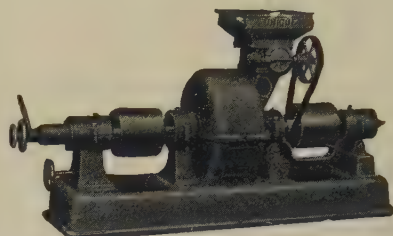
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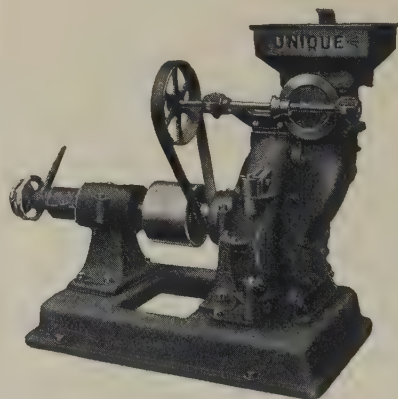
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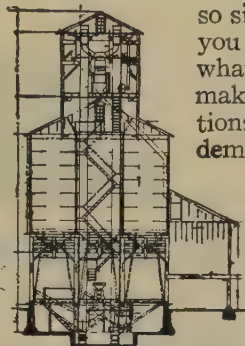
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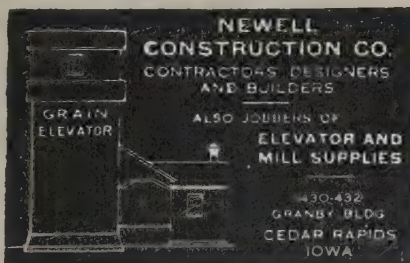
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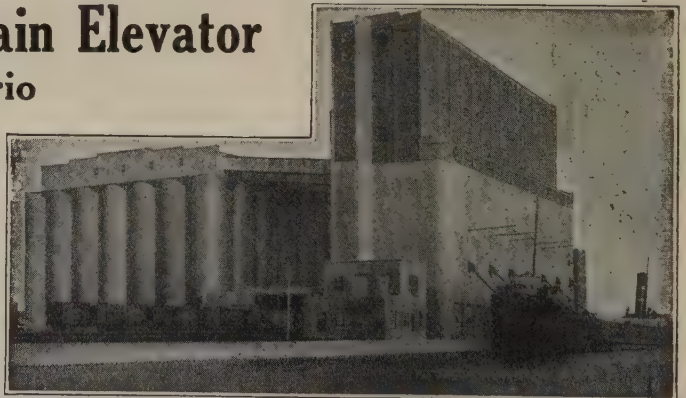
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Ultimate capacity, 2,000,000 bushels—for the BUENOS AIRES ELEVATOR CO., Buenos Aires, Argentina.

John S. Metcalf Co., Limited,
Designing and Supervising Engineers.

John S. Metcalf Co., Ltd.

Grain Elevator Engineers

54 St. Francois Xavier Street
MONTREAL, CANADA

108 South La Salle Street
CHICAGO, ILL., U. S. A.

395 Collins Street
MELBOURNE, AUSTRALIA

36 Southampton Street Strand
LONDON, W. C., ENGLAND

FEGLES-BELLOWS ENGINEERING CO. LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
WINNIPEG, MAN.

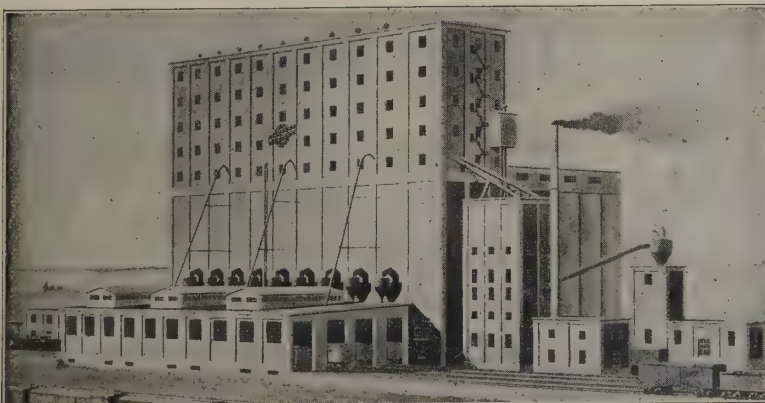
THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel C. & N. W. Elevator

at

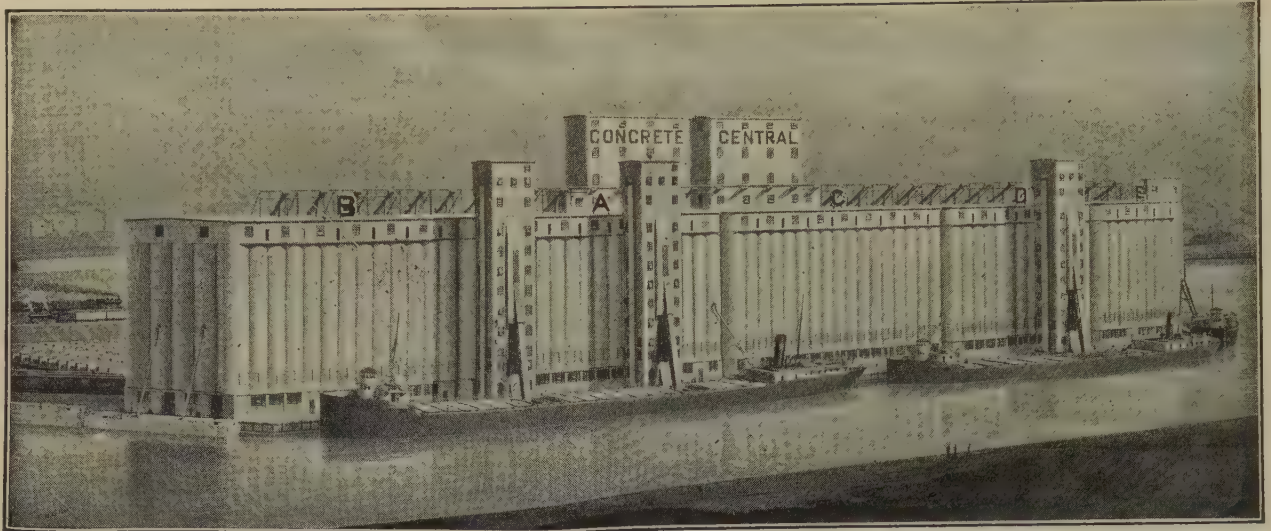
Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS



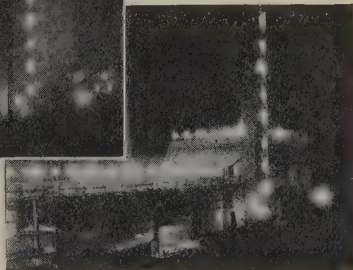
CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

September 26
1917September 12
1917

THESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING
NEW YORKMcCORMICK BUILDING
CHICAGO

Folwell-Sinks Patented Jack

For lifting concrete forms

Manufactured and sold by

Nelson Machine Co.

WAUKEGAN, ILL.

11 YEARS OF ACTUAL SERVICE

SITUATION WANTED

As manager of country grain elevator by responsible man of experience.

See "Situations Wanted" columns of

GRAIN DEALERS JOURNAL, CHICAGO

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion.

ELEVATORS FOR SALE.

ELEVATOR WITH MILL connected is offered at an attractive price. C. L. Peterson, Exch. Bldg., So. Omaha, Nebr.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

FOR SALE—Elevator and, coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

KANSAS elevator for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

FOR SALE—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

FOR RENT OR SALE—Elevator. A million bushels of wheat in this country, best location in Salina. Motor power, steam shovel, Boss Car Loader, Hopper Scales, Scouring Machine, No. 2 Sheller. Write, or come and see me. Taylor Miller and Co., Salina, Kas.

WISCONSIN ELEVATOR for sale, 25,000 bu., modern, electric power. Flour and Feed Warehouse in connection. On C. M. and St. P. R. R., also good water transportation. Good reasons for selling. Priced right for a quick sale. Will sell also two good business lots in center of city. For full particulars write Haste, Box 1, Grain Dealers Journal, Chicago.

OHIO ELEVATOR, modern in every detail of construction and equipment, now doing a good business. One of the best grain stations in the state.

At a bargain price for quick sale. Write immediately for details and price. O. H. Clough & Co., Mechanicsburg, Ohio.

CENTRAL ILLINOIS ELEVATOR in corn and oats country, located at Varna, Ill. Iron clad, good as new. 70,000-bu. Station handles 325,000 bu. per year. Only one competitor; business about equally divided—no fighting. Takes only \$3,000 to handle this, price \$6,000. This is a bargain you will never strike again if you are looking for a good chance to start in the grain and coal business. A big coal and feed trade. Don't write, but come and investigate if you want the greatest opportunity ever offered you. Reason for selling: retiring from business. George Pearce, Varna, Ill.

Journal "Wanted—For Sale" ads will put you in touch with people who are "Necessary to your prosperity."

ELEVATORS FOR SALE

ELEVATOR AND COAL SHEDS close to Rochester, Minn.; live town; good business. Enquire Box 572, Saint Ansgar, Ia.

ELEVATOR, coal, flour and feed, for sale in Southern Minn. Ele. cribbed; 12 to 14,000 bu. capacity. Good condition. No competition. \$3,800 takes it. Box 405, Austin, Minn.

FOR SALE—Good elevator in northern Iowa on C. R. I. & P. R. R. Doing good business and new crop prospects excellent. Write for full particulars to Ioa, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

FOR SALE—15,000 Bu. Elevator, good shape, good town; just started threshing good crop wheat and oats. Natural gas engine and electric power; cleaner; grinder. Feed trade. Deeded land. On Santa Fe and Interurban R. R. Good competition. Address Clark Grain Co., Sedgwick, Kan.

FOR SALE—One 30,000 capacity elevator at Galesburg, N. D. One 30,000 capacity elevator at Crary, N. D. Both on the G. N. We ask \$3,000 for each house. It would cost twice this to build them today. Reason for selling, the Minnesota & Western Grain Co. has gone out of business. Address Minnesota & Western Grain Co., 813 Chamber of Commerce, Minneapolis, Minn.

FOR SALE—A complete elevator or any part of it; engine, cleaner, scale, drag, sheller and transmission machinery, seven miles from Chillicothe, Ohio. All new. Address Still, Box 1, Grain Dealers Journal, Chicago.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

BUSINESS OPPORTUNITIES

FOR SALE—Small grain, lumber and coal business. Address J. C. Erwin, Inwood, Ind.

FOR SALE—Grain, feed and seed business. Good town. No competition. Address J. F. Kellogg, Skidmore, Mo.

ELEVATOR BROKERS.

JAMES M. MAGUIRE
6454 Minerva Ave., Chicago, Ill.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

ELEVATORS WANTED.

WANTED TO BUY—Elevator doing a good business in a live town. Eastern Indiana or Western Ohio preferred. Address Hart, Box 1, Grain Dealers Journal, Chicago.

WANT TO BUY an elevator handling 200,000 bu. or more. Will make quick deal on plant which meets my requirements. All negotiations confidential. Or would consider good seed business. Glenn R. Swank, Williamsfield, Ill.

OFFICE SUPPLIES.

TYPEWRITERS—All Makes. Factory Rebuilt, good as new, guaranteed, lowest prices. Good prices for your old machines; write for catalog. (Estab. 1904.) Ben Samuelson & Co., 219 S. Dearborn St., Chicago.

ADDING MACHINES.

ADDING MACHINES—Rebuilt and guaranteed. Burroughs, Wales, Dalton, Compotometer and all others at about one-half the Manufacturers' prices. Adding Machine Corporation, 323 So. La Salle St., Chicago.

SCREENINGS WANTED

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

BAGS—BAGGING—BURLAP.

BEFORE YOU BUY OR SELL
Second Hand Bags
Get Western's Price.

Western Bag & Burlap Co.
24th, Wallace & 25th Sts., Chicago, Ill.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

An up-to-date grain elevator office means one with a safe, modern filing devices, a typewriter, an adding machine, labor saving account books, codes, grain tables; simplified bookkeeping books. Wherein does your office fall short? Write and tell us about it and we shall be glad to either furnish you with, or tell you where you may secure everything necessary to make your office a strictly modern one.

THE WANT AD MAN

ENGINES FOR SALE.

FOR SALE—Cheap, two 50 h.p. Olds Gas Engines. Now operating. Changing power. Address F. W. Hall, 1108 Swetland Bldg., Cleveland, Ohio.

FOR SALE—10 h. p. F. & M. Gasoline Engine complete with fuel tank, water pump, magneto, and clutch pulley all in good condition. Larger engine needed. Price very cheap. Farmers Grain Co., Garrison, Neb.

FOR SALE.

1-25 h/p Columbus gasoline engine.
1-12 h/p Fairbanks gasoline engine.
1-Self contained Olds Gasoline engine 4½ h/p.
1-International Oil engine 8 h/p Model 30.
1-Monitor oat clipper No. 7 capacity 275 to 300 bus. per hour.
1-Eureka No. 4 oat clipper, capacity 300 to 350 bus. per hour.
Inquire of the Ellsworth Mill & Elevator Co., Ellsworth, Kansas.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal Chicago. Try it.

DYNAMOS—MOTORS.

FOR SALE—30 h. p. Westinghouse electric motor in good order. Marshall Grain Co., Watonga, Okla.

ELECTRIC MOTORS and dynamos—we rent, sell or exchange. Belting pulleys, hangers in stock. Scott Bros. Electric Co., 34 Macomb St., Detroit, Mich.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

FOR SALE—5 h.p., 25 Cycle, 750 RPM, 3 Phase, General Electric Motor.
10 h.p. 60 Cycle, 1800 RPM, 3 Phase General Electric Motor.
We have all sizes of D.C. and A.C. Motors and Generators.

Aaron Electric Co.,
17 S. Clinton St., Chicago.

WANTED.

Electric Motors and Machinery at once. Nathan Klein & Co., 208-K Centre St., N. Y.

WANTED—Each grain dealer who reads this to pledge himself to buy a certain number of War Thrift Stamps each week.

MACHINES WANTED.

WANTED—A large capacity combined corn cleaner. W. B. Weeks, 1830 Spencer St., Omaha, Neb.

WANTED—A Power Bean Cleaner for Pinto Beans. A 1,000 bu. per hour Automatic Scale. Three sets Dockage Sieves or Emerson Oats from Wheat Tester. Three scales for weighing dockage. J. E. Rule, Clayton, Kan.

WANTED—Secondhand Electric Motors and full elevator equipment, including cleaners, grinders, and two strands of elevators. State size, capacity, condition and price in first letter. Address The Garman Grain Co., Delphos, Ohio.

MISCELLANEOUS FOR SALE.

CORRUGATED IRON FOR SALE—We have 210 square of corrugated iron for sale at \$5.00 per square. This is black iron, 2½" corrugation and 5½ ft. lengths. In first class shape and free from any holes. Can make immediate shipment. Cherokee Alfalfa Mills, Cherokee, Okla.

MALE HELP WANTED.

WANTED—A first class miller with good references. State salary wanted in first letter. Farmers Union Co-op. Grain & Merc. Co., Penasola, Kan.

WANTED—Elevator agents who can furnish surety bonds; for Montana Line Houses. Experience essential. State Elevator Co., Cascade, Mont.

WANTED — ELEVATOR MANAGER, must be an experienced buyer, competent bookkeeper, and be able to furnish best of references. Address C. E. Wikleman, Sec'y, Beach, N. Dak.

WANTED—Manager for Farmers Elevator. Tell us who you are and what you can do. State salary expected, and give references in first letter. H. W. Riede, Sec., Colgan, N. D.

GOOD RELIABLE MAN or young boy for country elevator. Must understand machinery and gasoline engine. State experience and wages expected. Address Henry Kramer, Maria Stein, O.

WANTED — Man with experience to handle Farmers Elevator & Shipping Association. Good references and bonds required. Applications to be in hand of secretary by July 25, 1918. Address Sec'y, Farmers Elevator Co., Kiester, Minn.

ELEVATOR MEN wanting information in regard to openings in your line of work will get good results thru this company. No commission charged; free service to subscribers. National Service Corporation, 420 Metropolitan Life Bldg., Minneapolis, Minn.

THOUSANDS MEN-WOMEN—18 or over wanted. Government war positions. Easy clerical work. Long vacation. Short hours. Commence \$100 month. Raise rapidly. Help your country in this time of need. List positions free. Write immediately. Franklin Institute, Dept. S 195, Rochester, N. Y.

WANTED—Feed mill superintendent for plant near New York. Active man familiar with molasses feeds and general mill work. Must have practical experience and good references. Write quickly stating qualifications and salary desired. Address: Confidential, Box 126, Madison Square Station, New York City.

WANTED FOREMAN to take charge of wood-working department and machine shop of manufacturing plant. Must have good record, a man who can plan the work and see that it is carried out. Also must do some of the designing and check all work. Experience on Grain Handling machinery preferred, or similar work. Address Dick, Box 6, Grain Dealers Journal, Chicago.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

SITUATIONS WANTED. WITH INVESTMENT.

YOUNG MAN who has had successful experience handling grain, coal, lumber and seed on own account desires to invest from \$5,000 to \$15,000 in some profitable business enterprise. More than ordinary business ability, reliable, well educated, married. Please give fair outline of your proposition in first letter. Address Invest, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—Position as manager of grain elevator. Reference and bond furnished. Not in the draft. Address Free, Box 3, Grain Dealers Journal, Chicago.

POSITION WANTED—By young married man as manager of grain elevator. 7 years experience. R. G. McKinzie, Pine Village, Ind.

WANTED—Position as general manager of Elvtr. by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANT POSITION AS MANAGER of farmers or line elevator. Have had six years experience in elvtr. management. Am 39 yrs. of age. Milo Cook, Kennebec, S. D.

WANTED—Position by experienced traveling solicitor. Will pay personal expenses for interview. Address Solicitor, Box 9, Grain Dealers Journal, Chicago.

MANAGER of elevator wants position. Clear record; sober; married. Above draft age. Good references. Nothing considered under \$125 per mo. Address C. O. Cook, Box 45, Twodot, Mont.

GRAIN BUYER wants position. Years of experience; best of references. Minnesota or North Dakota preferred. Married, not subject to draft. Address H. G., Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED—In Ohio or Eastern Indiana, assistant or manager of up-to-date elevator. Have had 2 yrs. experience in city, and 5 yrs. in country elevator. Address Indiana, Box 1, Grain Dealers Journal, Chicago.

WANTED POSITION as manager of grain elevator. I have had 20 yrs. successful experience; can give present employers as reference. Indiana or Ohio preferred. Address O-Ind., Box 1, Grain Dealers Journal, Chicago.

WANTED POSITION as manager of Grain Elevator; have had three years' experience in the grain business, am 36 years old, and married. Can furnish good references. Address Northern, Box 12, Grain Dealers Journal, Chicago.

GRAIN OFFICE POSITION wanted by married man 32 years old. Twelve years experience as bookkeeper and assistant manager. Indiana position preferred. Best of references. Address Hunt, Box 1, Grain Dealers Journal, Chicago.

SITUATION WANTED—Manager of elevator. Have had 9 yrs. experience as manager of country elevator handling grain and seeds. Am above draft age, strictly temperate; can furnish A1 reference. Address Forum, Box 1, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN BUYER wants position with Farmers or good Line Co. Used to handling coal, flour and feed. A-1 references and expert judge of grain. Married, above draft age. Now employed; good reason for changing. Address Ern, Box 1, Grain Dealers Journal, Chicago.

WANTED—Position as manager of grain or grain and lumber business, Farmer's Co-op. preferred. Married man, 39 yrs. old; have had 7 yrs. experience in grain and lumber; 6 yrs. as manager with present employers; competent bookkeeper; best of references. Address Co-op., Box 12, Grain Dealers Journal, Chicago.

You are getting a tighter grasp on "Time's Forelock" when you insert an ad in the "Wanted—For Sale" columns of the Journal.

STEAM ENGINES, BOILERS.

FOR SALE—60 h.p. and 80 h.p. Kewanee Steam Boilers, in good condition. R. W. Ward, Cameron, Mo.

STEAM ENGINE, one 9x14 Atlas, and one 4 h.p., for sale; 1 2½ k.w. 60 V. generator. H. D. Bartlett, Delavan, Wis.

FOR SALE—a 50 h.p. Atlas Boiler, also a 109 A. Clipper Cleaner. Price right for quick sale. Shirley & Jones, Lebanon, Ind.

FOR SALE—A 35 H.P. Chandler Taylor Engine & Boiler in first class condition. Going to put in motors. Lizton Grain Co., Lizton, Ind.

FOR SALE Boilers 35-45 & 90 H.P. Sn-gines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

FOR SALE—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

MEYER'S AUTOMATIC Steam Engine, 80 h.p., 12x18 in. cylinder, 245 R. P. M., 78 in. pulley, grooved for 8-1 in. ropes; 60x10 floor space required. First class condition. Address Merchants Elevator Company, 109 Cham. of Commerce, Minneapolis, Minn.

ENGINES WANTED.

WANTED—Used gasoline engines. Otto and Fairbanks-Morse preferred. State H. P., condition, and price. Address OM, Box 11, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—6 Ton Fairbanks-Morse Platform Scale together with Dump Irons. Bemmels Milling Co., Lisbon, N. D.

SONANDER AUTOMATIC Grain Scale, 1,000 bu. per hour, used very little, guaranteed condition, cheap. Milwaukee Scale & Supply Company, Milwaukee, Wis.

40,000 lb. Fairbanks Hopper Scale complete, in good condition. Have installed more machinery which made it necessary to put in Automatic scale. Farmers Grain Co., Garrison, Nebr.

FOR SALE—One pair Hopper Scales, 6,000 lb. capacity.

1—No. 1 F 966 Marsailles New Process Sheller, nearly new. Both in fine condition. Mattix & Reveal, Rossville, Ind.

ONE—Latest pattern 1600 bushel strait Hopper scale with full capacity recording beam. Price\$350.00
Howe Scale Co. of Ill.,
Kansas City, Mo.

FOR SALE reasonable if taken at once:

1—14 ft. 6 ton Compound Beam Fairbanks Scale.

1—60" Two Groove Sheave for 1½" rope.

1—22" One Groove Sheave for 1½" rope.

1—48"-4" Tight Pulley.

1—48"-4" Loose Pulley.

All in first class shape, Farmers Elevator and Mercantile Co., Underwood, N. D.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—Scientific L, No. 1 Feed Grinder, used very little, a bargain, address J. B. Seymour, Kenton, Ohio.

ALFALFA PULVERIZER, Williams Millers "H"; brand new. Immediate delivery can be made. Write Clover Leaf Milling Co., Buffalo, N. Y.

FOR SALE—One No. 14½ Western Warehouse Sheller; used less than 3 months. In A No. 1 condition. A. E. Betts & Son, Forest, Ind.

1—No. 2 INVINCIBLE Grain Scourer cap. 45 bu. per hour. This machine manufactured by Invincible Grain Cleaner Co., Silver Creek, N. Y. The Kramer-Fair Milling Co., Tonganoxie, Kan.

FOR SALE—1 pr. 9x24 smooth rolls for Wilford Moline double roller mill, chain oiling boxes; full size, 1 No. 1 Barnard & Leas receiving separator. All in good condition. Can make immediate shipment. Address The Ravenna Mills, Ravenna, Neb.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

FOR SALE

1—No. 6 Invincible Compound Shake Double Receiving Separator with traveling brushes.

1—No. 5 Invincible Oat Clipper.

1—No. 518 Eureka Special Double Corn and Wheat Cleaner.

All in first class condition for immediate shipment. F. J. Murphy, 211 Postal Bldg., Kansas City, Mo.

I GOT A LITTLE GIANT

A Workin' for Me

It's the only complete, self-contained flour making plant in the world. No other machinery needed. Operates equally as well with Barley or rye as with wheat. Ask Alton Mill Furnishing Co., Alton, Ill., if you can have one.

REAL BARGAINS

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.



\$50,000 Worth of Power Transmission Machinery Bargains.

\$40,000 Worth of Leather, Rubber and Canvas Belt Bargains.

Send for Bargain List No. 18-T.

TEUSCHER SON & MACHINERY SUPPLY CO.
ST. LOUIS, MO.

We Buy All Kinds of Machinery Plants.

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCausland, Sam'l, ryegrass and dogstall.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The, J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, gra. & fld. seeds. Lewis & Chambers, whse. seed merchants. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Schwilt & Co., O., garden and field seeds. Russell-Heckle Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds. L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds. Nungesser-Dickinson Seed Co., whse. seed mchts. Radwaner, I. L., field & grass seeds, exp. imptrs.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ROCKFORD, ILL.

Condon Bros. Seedsman, field seeds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. Flower Co., The, S. W., seed merchants. Toledo Field Seed Co., The, clover, timothy.

TWIN VALLEY, MINN.

Helberg, M. A., wholesale seed merchant.

B.F. GUMP CO.
THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

Big Stock

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belted, Pulleys, Shafting, Elevator Buckets and Conveyor, Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

SEEDS FOR SALE—WANTED

SEEDS FOR SALE

WE specialize in German Millet, and can offer carlots or less for sale. Correspondence solicited. D. H. Clark & Sons, Galt, Mo.

SEEDS FOR SALE.

FOR SALE—Alfalfa Seed. For samples and prices write Grain & Storage Co., Douglas, Wyo.

SEEDS WANTED.

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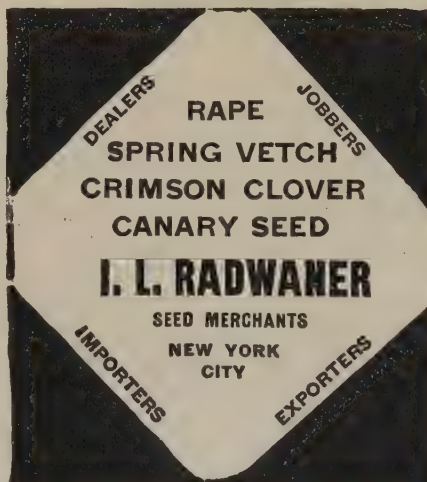
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WE ARE very much interested in the Grain Dealers Journal and always look anxiously for the next copy to see what is going on and what our neighbors are doing.—Cass City Grain Co., J. Frutchey, sec'y, Cass City, Mich.

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GRAIN DEALERS JOURNAL

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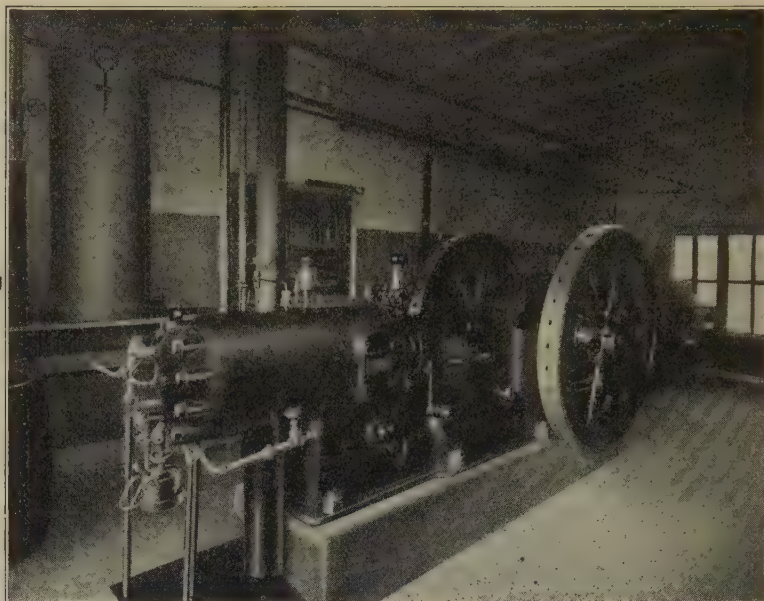
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I LIKE the Grain Dealers Journal, and have no interest other than the grain business, except that I am intensely interested in the prosecution of the war to a victorious close for the U. S. A.—Charles A. Olson, Crofton, Neb.

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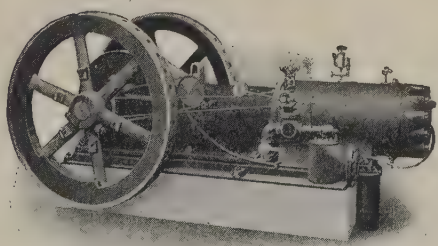
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GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

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305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, JULY 10, 1918

POPCORN is retailing at 20 cents a pound in Chicago or \$11.20 a bushel. That must make flaxseed, barley and wheat feel distressingly cheap.

THE NEW Federal wheat and corn grades will go into force next Monday, so that shippers who would be on the safe side must grade their purchases very closely.

ANTHRACITE IS forbidden transportation to many sections of the country and the Fuel Administration does not seem disposed to extend the limits of present shipments, so operators of grain driers using this fuel may experience much trouble next Fall and Winter, unless they begin now to get a needed supply of the precious fuel.

A CRYING EVIL in the country grain business has been the overbidding and overgrading due to fierce competition between buyers. This lesson is brot home to us once more by Announcement No. 36 of the Buro of Markets, noticed elsewhere, which convicts the dealers in the Northwest of overgrading. Their purchases are at their own cost.

IT IS all right to keep well insured, but far more important to correct all the fire hazards of your plant and keep your fire fighting apparatus in prime working condition.

THE RISING price of gasoline and the prospective tax on it should encourage users of combustion engines to provide storage facilities for a bountiful supply of fuel.

CAR CONGESTION may result in unexpected delay in the delivery of grain, so it behooves every shipper to exercise caution and load out first the clean, dry grain which will safely carry.

NOW THAT the Southwest is harvesting a magnificent crop of winter wheat, the green bug specialists, who have persistently prophesied its destruction, must at last have lost faith in their ability to stampede the public with their hysterical cries.

THE WHEAT supplies of the mills and terminal markets are so low that this grain will no doubt be given preference in the matter of transportation for some time to come. Oats, except what is needed for immediate consumption, can wait.

STATE RAILWAY Commissions seem to be indisposed to interfere in any way with the rates and regulations as set down by the Director General of the railways, fearing that it might in some way interfere with the conduct of the war. This same spirit controls the shippers and travelers, who accept the director general's rates, even tho his orders virtually annul state laws. The coming of peace will develop a contrary attitude regarding the illegal rates and regulations now being tolerated.

GRAIN DEALERS who will soon be called upon to classify their wheat purchases according to the new Federal Wheat grades, would like to take a course in grading. Some of the state associations are holding local meetings at which experienced inspectors seek to familiarize the grain dealers with the meaning of the new rules and how to classify grain under them. The Oregon Agricultural College has been holding summer courses in grain grading at different points in the state, for the purpose of assisting both growers and dealers to a clearer understanding of the meaning of the new rules. Shippers who fail to study the new rules and apply them strictly to all their purchases, are sure to meet with much disappointment in handling the present crop. The price is so high that slight variations from the grades sold are likely to result in sharp discounts and heavy losses, so a careful study of the rules and their application to new wheat is sure to prove a very profitable work for every wheat handler.

THE FROST BITTEN corn fields of Ohio and Indiana, which survived the night attacks of June 23d and 24th, are coming back and late reports seem to indicate that King Corn is not to be discouraged by summer revels of the Frost King.

SO MANY grain elevators have been burned as the result of a fire starting in the cob bin, the wonder is all cobs are not quickly put into the cob burner direct from the sheller. The saving on fuel is not sufficient to justify the toleration of this hazard in a food storehouse.

THE NON-PARTISAN League has made so many wild charges against big business that the Chamber of Commerce of the United States has finally selected a committee of farmers to investigate the alleged abuses. It is not expected that any of the charges will be found true, but if they are, business interests will take steps to correct the trouble.

EVERYONE IS condemning the post-office department for the expensive delay of important mail, and some of the condemners in the same breath are demanding that Uncle Sam take over the telegraph in hope of saving the country from business interference by a small number of unionized operators. If the postoffice department is unable to handle the work now entrusted to it efficiently, it would be even less efficient were more duties and responsibilities thrust upon it.

COUNTRY ELEVATOR operators would confer a great favor on their brother dealers, if they would persist in discussing the actual expenses and shrinkage in handling any given crop. Too many dealers are loathe to dig into their books to determine the real trouble with their profit account. More careful investigation of their own affairs and the discussion of their problems with their fellows will bring out the causes and help to place their business on a profitable basis. Don't go at it blindly—dig in, find out what the actual expense of handling grain is at your elevator and then insist on being protected against loss before you buy.

THE PREVAILING high prices for all kinds of grain makes it more necessary than ever that grain dealers exercise greater caution than usual in dealing with strangers or firms of unknown responsibility. The establishment of a Grain Dealers Credit Buro for the worthy, and a Hall of Shame for the unworthy, has been recommended for the grain trade a number of times, without much headway being made, hence it is comparatively easy for the dishonest trickster to continue preying upon the unguarded shipper and receiver. However, when the abuse becomes utterly intolerable, the trade will rise and take steps to protect itself.

CARRIERS who try to beat shippers out of their just claims by postponing a settlement until after the two years' limitation for the filing of claim for overcharges with the Interstate Commerce Commission has expired have had two of their props, the Commission and the Court of the District of Columbia, knocked out from under them by a decision of the Supreme Court of the United States published elsewhere in this number of the Journal. In this case the shipper was prevented by the carrier from filing his claim until over four years had elapsed from the time of shipment, and both the Commission and the Court of Appeals denied him justice because, forsooth, his claim had not been filed within two years. This decision will enable shippers to recover on many claims they have given up as hopeless, as the two years' limit does not begin to run until the overcharges have been paid.

The Grain Dealer's Sacrifice

No line of business has suffered more since the beginning of the war, from governmental regulation and interference, than the grain business, and the merchants engaged in no other line of business could abandon their chosen calling more willingly and uncomplainingly than the wheat handlers, who were unintentionally forced out of business by regulations which favored the miller, to the dealer's direct loss.

The resolutions adopted at recent meetings of grain shippers, expressing their continued loyalty to the government, and assuring the Food Administration of their perfect willingness to suffer even greater sacrifices than had been demanded of them, should conditions make it necessary, shows their willingness to give without limit if it be necessary to the winning of the war.

The dealers of all wheat sections seem to have suffered immeasurably, but under the new regulations they will have a much better chance to protect their business from any inroads by the millers. The grain dealers of many sections were dumbfounded when they realized the full results of Food Control Laws, but they simply accepted the situation as intentional on the part of the Food Administrator, and suffered in silence. Now that they understand better the intentions and purposes of the Food Administration, they will no doubt promptly report should the new regulations develop any unfairness to the handlers of the 1918 crop. Many wheat handlers have long since embarked in other lines of business, but with the untrammelled movement of the new crop, many of them will come back to their chosen calling and seek to re-establish their former business.

The new regulations of the Food Administration seem to recognize the wheat handlers' services as essential to getting the grain from producer to consumer, and most dealers seem much encouraged by the improved conditions under which they will be permitted to handle the new wheat crop. If any injustice does develop, then it is up to the sufferers to communicate promptly with the Food Administration, to the end that the regulations may quickly be changed, in hope of dealing fairly with all interests.

New Railroad Conditions.

Grain shippers must keep in mind that the railroads, while ostensibly under government control, are in reality being operated by experienced railroad men, whose entire sympathy and interests are with the railroads. The railroad men are taking advantage of their position to enforce many unreasonable regulations under the guise of war necessities, and many deals now being consummated ignore entirely the rights of the shipper. It has ever been so and will continue until the well posted shippers rise up in sufficient force to gain recognition and secure the equitable adjustment of their wrongs.

The railroad management is new in many respects but the real operators are just as alert as ever to take advantage of the unposted shipper.

The new freight rates, which are likely to control the rates of transportation on the new crop, effect an increase of 25% to 60%. Some of the advances are entirely out of harmony with previous practice in rate making, so that grain shippers must try to forget the past and dig into the new tariffs for all information bearing on the cost of transporting their grain to market. Many railroad officials, resenting the government's interference with the management of their property, do not hesitate to try to avenge their wrongs by imposing upon shippers, so it is absolutely necessary that the shippers keep continually on guard, else they are sure to be assessed unjustly and illegally.

Is Uniform Grading Possible?

The variations in grading last year's wheat and corn came in for an unusual amount of censure at the recent meeting of the Ohio Association, in fact no shippers of these commodities have been satisfied with the grading of last year's crop. The wheat grades used in classifying the 1917 crop were new and somewhat technical, while the quality of the corn crop was so variable as to provide unusual opportunity for variations in judgment by the licensed inspectors.

The new grading rules governing the classification of wheat and corn are simpler, and should contribute materially to more uniform work by the inspectors in different parts of the country. Then, too, the 1918 crops will be inspected under the immediate direction of Division Supervisors, who have been established primarily for helping to attain uniformity and securing the correct application of the Federal standards to all wheat and corn. If the members of the trade will take it upon themselves to report quickly upon every failure of the licensed inspectors to grade uniformly, they will contribute largely to a disclosure of the defects of the present system, and assist in reform making for uniformity.

The trade most certainly is earnest in its desire for uniform rules, uniform facilities and conditions for doing the work and uniform results, and as in the past, will give every assistance in securing the much desired uniform grading. Then surely with the vigilant supervision by the divisional supervisors and the desire upon the part of the licensed inspectors to grade accurately and correctly, and thereby retain their license success should be possible. All parties interested are nat-

urally working to attain the same end, that is the uniform grading sought by the grain trade since the exhibitions at the great Des Moines Convention of 1901 disclosed wide variations. Thru all the years of struggling for the desired reform, the members of the trade have not lost faith in the possibility of securing real uniformity and we doubt that they will lose faith, so long as those interested in grading grain make an honest, earnest and intelligent effort to secure uniformity.

The Grain Dealer's Duty.

The high prices prevailing for grain should of itself be sufficient to prompt every grain handler to exercise every precaution against waste and unnecessary destruction of grain, as was clearly emphasized by Mr. Cook in his able paper before the Ohio Ass'n. Dirty grain or grain in a damp or heated condition should not be placed in a bin or box car until it has been thoroly cleaned and its keeping qualities improved. Leaking spouts and cars should not be tolerated as they reduce the profits of the grain handler and also reduce the supply of grain we can contribute to the winning of the war. Grain store-houses of all kinds should be equipped with concrete foundations and basements, to the end that rats may be kept out and all grain saved. The old time corn crib, which was a veritable paradise for the filthy rat, cannot profitably be tolerated, even tho the cost of building a modern, rat proof crib, with mechanical handling facilities is higher than ever.

Waste thru unnecessary expense in handling is just as inexcusable as the tolerance of leaks, rats and known fire hazards. Every bushel of our grain crops will be needed for Humanity, and not one grain should be spared to the maintenance of unnecessary waste.

The Price of Wheat.

After prolonged discussion and many vindictive exhibitions of a nasty temper, both houses of Congress have passed a compromise bill fixing the price of No. 2 Northern Spring Wheat or its equivalent at not less than \$2.40 a bushel to the farmer. No sooner was the bill passed than a Congressman pretending to have the confidence of the President, claimed that the bill would be promptly vetoed, but up to the present writing no such action has been made public. In the meantime the country grain buyer is safe in buying wheat on the basis of the Food Administration's prices given on page 49 of this number.

Unlike last year, the country dealer will realize a profit from the prospective change in the price, and the farmer who sells at the present price will be forever sore.

It is unfortunate the trade should be surrounded with so much uncertainty in the early days of moving the new crop. If the \$2.40 per bushel bill is vetoed, there is little chance of the House passing it over the veto. Should the \$2.40 a bushel bill be permitted to become a law, it will effect an increase of approximately 40c a bushel in the price of wheat and about \$1.75 a barrel in the price of flour. Country elevator men who have wheat of the new crop purchased but not delivered, at present prices will no doubt be implored to pay the advanced price, should the President fail to veto the bill, hence it behooves them to refuse to sell wheat for early shipment until the fate of the bill is decided.

The Zone Postal Law.

The Zone Postal Law, recently denounced by the Ohio and by the Indiana grain dealers ass'n's, is one of the most short-sighted blows at our country's nationalism that has been struck in an age. It was enacted into law as a rider to a revenue bill, because it did not have sufficient merit to stand on its own bottom. It penalizes the pioneers who wish to keep in touch with the leading thought of the nation, and compels the levying of extra subscription charges upon the westerner, who is ambitious to keep posted. It is an unjust supertax on intelligence, levied in accordance with the distance the reader lives from the publication centers.

The progressive citizen, who strives to keep in touch with advanced ideas and the highest ideals of the land, is the most valuable asset of the nation, regardless of where he lives. He is absolutely necessary to the progress of his profession, business or industry, and to the nation, unless it be content to stand still. However, his advancement will be materially checked if he is penalized for participating in the weekly, semi-monthly or monthly stimulation of the ideas of other progressive men of the nation, who also are ambitious to advance. Involuntarily he will depend more largely upon the local publication for his information, as this can be obtained without paying the distance tax on the distribution of intelligence.

The government will profit little from the zone postal law, because it will greatly increase the labor and the cost of handling newspapers and periodicals to the government, out of all proportion to the increased revenue which it will receive. Heretofore publishers have worked their mail by cities and states and delivered it at the postoffice in mail bags, all ready for transportation to destination. Much of this mail has been worked only by the postoffice employees at destination. Mailing under the zone system will require much more handling, both by the publishers and postoffice employees and it will unduly delay the delivery of all publications to the subscriber.

One result of the zone law will be that publishers will work hardest to secure subscribers in nearby zones, and such subscribers will be easiest to obtain, because the subscriber can obtain nearby magazines and newspapers without paying a burdensome zone penalty. All publications must labor in the interests of their subscribers, or lose their supporters, hence we must expect all national publications to degenerate into sectional organs before the maximum rates are assessed in 1920. This means that the country's purveyors of intelligence will be confined to small sections, and they will stand for their sections against all others, and in time be utterly oblivious to national interests. Sectionalism will surely thrive.

It would seem that in a time when we have greatest need of a national spirit, of national ideas and ideals, that the sectionalizing of our public press would be the last thing Congress would permit, but the Zone Postal Law will surely have this effect.

The publishers are not now, and never

have been averse to paying higher rates of postage, if an honest investigation shows the postoffice department to be entitled to higher rates for the service rendered.

The zone law is truly a crime against the man so unfortunate as to live long distances from publication centers. In the interests of nationalism and in fairness to all citizens, it should be promptly repealed. Will you speak to your representatives in Congress?

Investigations Not Wanted by the Grain Trade.

The efforts of the representatives of the Bureau of Markets, before the recent meeting of the Ohio Ass'n, to justify the different investigations of the grain trade, failed to convince members of that organization that the investigations were either necessary or of any advantage to either the producer or the consumer. Surely they have been of no benefit to the members of the grain trade, and the results attained do not seem to justify the continued slur cast upon the honorable members of an essential business.

The trade has been under investigation for several years, without much information being given out as to the results of the investigations. Most of the reports have been a collection of elementary facts that every successful grain merchant knew long before the investigations were started. It would be next to impossible for men having no previous knowledge of or acquaintance with the grain business, to undertake an investigation of different sections of the grain business, with the prospect of digging up any information which would be of real help to men in the business. College professors and preachers may have higher intelligence along their own lines of work, but the grain dealer is just as much a specialist as the college professor. Like the college professor, he knows many things about his own line of business that it has taken him years to learn, and it will also take years for others to learn. The compilation of statistics and disconnected data from the musty records of the past, by men having no previous knowledge of the business under investigation, is very likely to result in many groundless and worthless conclusions.

So far as the grain trade is concerned, the investigations have been useless and the reporting dealers have been put to much needless expense and labor. If the government is possessed of an honest desire to improve grain trade conditions, then its investigators should be grain men of wide experience and tried integrity. Such men would readily understand the vulnerable points of the business and have a clear conception of how to determine the cause of the trouble, if any, and their long experience would suggest practical remedies which the wild theorists would never dream of. And what is more, the grain men of experience would not require years to complete their investigations. They would get thru with the job and go back to their business.

Some day the business men of the land will turn the tables on these pestiferous meddlers, investigate their plum tree and send them back to work.

Two Year Limit on Railroad Claims.

The Supreme Court of the United States on Apr. 29, 1918, reversed a decision of the Court of Appeals of the District of Columbia and held that the time in which to make complaints for the recovery of damages for overcharges accrues from the time the overcharges were paid and not from the time of the shipment.

By mistake in printing its tariff, the published rate of the Louisville & Nashville Railroad Co. on coal from mines in Kentucky to Speeds, Ind., was increased on July 29, 1906, to \$1.10 per ton from \$1, which had been the rate before. The mistake was not noticed and the old rate was charged and paid by the Louisville Cement Co. until the following February, when, the increased published rate being discovered, it was charged and collected until the next April, when the former rate was restored.

Promptly on April 19, 1907, the cement company wrote the Interstate Commerce Commission, explaining the circumstances, and requesting that the railroad company be authorized to refund the overcharges paid, Feb. 11 to April 10, 1907, amounting to \$595.65.

The Commission replied to this letter, that if the railroad company would file with the Commission an admission that the rate had been increased thru error and would ask for authority to make the refund, the subject would receive consideration.

This statement of the Commission was immediately communicated to the railroad company, but it refused to make the required admission of mistake and to request authority to make the refund until the full published rate was paid on shipments made before the mistake was discovered. This led to dispute and delay, with the result that these excess charges (\$1,335.25) were not paid until February 1, 1911.

The Commission further held that the complaint for the recovery of the overcharges for the period prior to Feb. 11, altho filed within nine months of the date of their payment, was not in time to meet the requirement of section 16 of the act that "all complaints for the recovery of damages shall be filed with the Commission within two years from the time the cause of action accrues, and not after," and that "they (the overcharges) are, therefore, barred from our consideration."

The Supreme Court said: But this two-year provision, obviously enough, relates only to the recovery of money damages, and if Congress had intended that the cause of action of the shipper to recover damages for unreasonable charges should accrue when the shipment was received, or when it was delivered by the carrier, we cannot doubt that a simple and obvious form for expressing that intention would have been used, instead of the expression "from the time the cause of action accrues." And in this connection we cannot fail to recognize that when the statute was enacted the time when a cause of action accrues had been settled by repeated decisions of this court to be when a suit may first be legally instituted upon it.

It results that the judgment of the Court of Appeals must be reversed and that the case must be remanded to the Supreme Court of the District of Columbia, with direction that a writ of mandamus issue to the Commission, directing that it proceed to dispose of the claim in controversy under the construction placed upon its jurisdiction by this opinion.

Reversed.—38 Sup. Ct. Rep. 408.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Reimbursement for Grain Doors?

Grain Dealers Journal: We have advice from the sup't of the Denver & Rio Grande Railroad Co. advising that our various claims aggregating about \$100, for grain doors furnished for bulk wheat on account of railroad company "having none on hand, and making no effort to supply them," has been declined, quoting Interstate Commerce Commission Conference rules 19-32 issued August 1, 1917, as authority.

We have asked them to furnish us a copy of above ruling but with no avail. Is the railroad company correct in this position?—Ephraim Milling & Elevator Co., Ephraim, Utah.

Ans.: A railroad company having no grain doors on hand and making no effort to supply them is liable to the shipper; but the Interstate Commerce Commission has ruled that the railroad company so neglecting its duty need not pay the shipper anything unless the railroad company has filed with the Commission a tariff providing for such payment to all shippers.

This ruling is contained in Conference Ruling No. 78, as follows: "A carrier may not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars, unless expressly so provided in its tariff."

The Interstate Commission has no authority over intrastate shipments; and the shipper can recover his expense on shipments to points within the same state, by making claim with the carrier and following it up by suit.

Exchanging Flour for Wheat?

Grain Dealers Journal: Will elevators and mills be allowed to accept deposit wheat in exchange for flour with the farmers on this crop? This has been the custom for many years in this locality and will be a hard one for the farmers to break away from. We know that we are not allowed to carry over a thirty day supply of wheat and are not allowed to store for ourselves or the farmers for over thirty days, but we have mills in this locality that intend to take in the farmer's wheat and let him have his flour when he calls for it as heretofore. We have adopted a plan of giving the farmer credit for his wheat at the price day of delivery and charging him for his flour when he takes it at the retail price less forty cents per cwt.—Miesenhelder Bros., Palestine, Ill.

Ans.: The elaborate regulations built up by the milling division during the past ten months have been thrown into the discard, and the Food Administration will issue a new and complete set of regulations liberalizing the program.

July 2 the Food Administration announced "There is no limitation upon the freedom of flour mills or traders to buy or sell in any market, the mills being under restriction to reflect the government price within the profit limitations upon flour."

A miller will be able to conduct his business pretty much to suit himself if his books will show that he has not been profiteering and has limited his sales of flour to consumers and farmers as prescribed by the rules.

Farmer Can Evade Oral Contract.

Grain Dealers Journal: On Aug. 31, 1917, I made a verbal contract with a farmer for 3,000 bus. of yellow corn for December delivery; but after the price kept advancing he would not deliver his corn, saying his corn would not grade No. 4 yellow. I had the corn sold in Peoria and I had to buy it in at the market, which caused me quite a loss.

The farmer would not pay me anything and I am told that there is a sales law in this state requiring contracts to be in writing or money to be advanced if there are \$500 involved. Is there any way to get action on him?—W. E. West, Yates City, Ill.

Ans.: Nothing being in writing, no money having been paid and no part of the goods delivered, the buyer cannot recover by suit. He has no recourse.

The Illinois statute provides: "A contract to sell or a sale of any goods or choses in action in the value of \$500 or upward shall not be enforceable by action unless the buyer shall accept part of the goods or choses in action so contracted to be sold or sold, and actually receive the same, or give something in earnest to bind the contract, or in part payment, or unless some note or memorandum in writing of the contract of sale be signed by the party to be charged or his agent in that behalf."

Banker Liable for Delaying Presentation of Draft.

Grain Dealers Journal: We have a case which concerns a deal that was pulled off with us some time back. On the recommendation of a banker in the state of Iowa we filled a bona fide order for a car of oats shipped to a dealer in the same town that the banker was located. The said banker told us that the party was "honest, reliable, and that he, the dealer, would pay demand draft."

Now, then, it seems that the railroad lost the car and same was delayed in reaching destination. The draft as drawn by us was on demand and the bank on whom the draft was drawn did not report that the item was unpaid and they held the draft for something like 20 days before protesting altho the bank thru which the item was sent especially instructed the Iowa banker that the item was "Demand and Cash."

We understand that in the State of Iowa there is a law to the effect that a bank in Iowa is liable for damages where they fail to protest a demand draft when same is presented and payment refused; the oats had to be sold at a loss to the shippers of same who filled the bona fide order on the recommendation of the Iowa banker who now goes back on his letter of recommendation.

The reason given by the party to whom the oats were sold was "that the oats did not arrive on time."

Is there no way in which the banker could be brought to justice?—W. S. Nicholson Grain Co., Kansas City, Mo.

Ans.: The liability of the banker in this case is unquestionable. The banker must settle either with the shipper direct or with the bank to which the shipper gave the item to be collected. The following decisions bear directly on this case:

A bank, by failing to demand payment of a bill received for collection, makes the bill its own and becomes liable to its owner for the amount.—Bank of Washington v. Triplett. 26 U. S. 25.

A bank receiving paper for collection undertakes to use due diligence in making demand at maturity, and giving the proper notices of nonpayment. An unreasonable delay will charge the bank with a liability for the amount. And proof that the paper would not have been paid if presented is not a defense.—Capitol State Bank v. Lane. 52 Miss. 677.

A bank receiving a draft for collection must present it for acceptance without delay and for payment at maturity.—Woolen

v. N. Y. & E. Bank. 12 Blatchf. 359. U. S. 1874.

Where a bank neither collects a draft received by it for collection nor notifies the drawer of its nonpayment in due time, it is guilty of negligence as a matter of law.—Selz v. Collins. 55 Mo. App. 55.

Code for Coal Business?

Grain Dealers Journal: Is there a code which has been compiled especially for the coal business?—Frank A. Witt, Indianapolis, Ind.

Ans.: A coal code was published by the National Coal Ass'n, Apr. 1, 1918, and is being distributed by J. D. A. Morrow, sec'y, Washington, D. C. Elliott's Coal Code is published by Elliott, Wright & Lea, Charleston, W. Va.

Corn and Oats Rates Raised 40 to 60 Per Cent?

Grain Dealers Journal: We are getting supplements and revisions of railway tariffs from the various railroads advising the new rates now effective since June 25, 1918, which in our understanding show a misinterpretation of the General Order authorizing a 25% general increase in all freight rates—or else the general public has been misled by previous press reports, and have never understood that the rates on such staples as corn and oats were to be raised from 40 to 60 per cent, and in some cases even more.

We are just in receipt of the Santa Fe export tariff from which we wish to draw just two illustrations, although there are many others of a similar character:

From stations below to	For export.	Oats.	Domestic.	
Galveston, Tex.	Wheat.	Corn.	Wheat.	Oats.
Leavenworth, Kan.—				
Old rate....	20	19	35	30
New rate....	31	31	41	41
Arkansas City, Kan.—				
Old rate....	26	23	34½	30½
New rate....	36½	36½	40½	40½

The General Order No. 28 says "All export and import rates are hereby cancelled and domestic rates shall apply to and from the ports."

This order is presumed to mean that the new domestic rates as increased, shall apply on all staple articles to and from the ports, not otherwise excepted.

In the illustration above you will note that the new export rate from Leavenworth is 10c under the new domestic rate, while the new export rate from Arkansas City is only 4c under the new domestic rate, and neither rate in compliance with the order to apply the domestic rate.

It also shows that the export rate from Leavenworth is 5½c lower, than from Arkansas City, yet the distance haul from Leavenworth is about 150 miles farther to the Gulf than it is from Arkansas City. You will also note that the domestic rate on oats from Leavenworth is advanced 11c per cwt, while from Arkansas City the domestic rate is advanced 10c per cwt to same destination, and wheat is only advanced 6c per cwt.

We would like to be enlightened on this subject.—Anchor Grain Co., Wichita, Kan.

Ans.: It is true that the corn and oats rates were raised more than wheat, because the order provided that the rate on the other grain should be the same as on wheat, and the tariffs as issued are binding; but the Santa Fe tariff to Galveston is likely to be corrected soon, as New Orleans was the basis and the Santa Fe had no rails to New Orleans, resulting in the inequality shown in the illustration above.

MONTANA took the wheatless pledge during June, voluntarily agreeing to abstain from the use of wheat until July 1, and until August 1, if necessary.

Wheat Scab in Ohio and Indiana.

Wheat scab is prevalent in Indiana; and in Ohio was reported by the Ohio Agricultural Exp. Station June 27 in Athens, Jackson, Scioto, Miami and Greene Counties.

In 1905 wheat scab (*Fusarium culmorum*) was reported by the U. S. Dept. of Agriculture to have been increasingly



Wheat Spike Attacked by Scab.

prevalent in Minnesota, North and South Dakota, especially on close-headed varieties, the loss being estimated at 1 per cent or more. Indiana, Michigan, Ohio and Maryland also reported the disease. In 1908 again it was prevalent in the same states and in Nebraska, when the Department said: "It seems to be developing in serious proportions, but as yet there are no known means by which it may be effectively checked."

In 1907 the damage done by wheat scab in Ohio alone was estimated by Professor Selby at \$400,000. An unusual amount, 10 per cent, was found that year on spring wheat in Iowa.

Where the wheat scab is present the heads or parts of the head turn brown and die off; on all attacked heads of wheat the disease shows reddish or pink coloring of the fungus. The grains in the diseased parts are shriveled and if planted may cause a serious infestation during the following harvest.

The Ohio Station recommends separating the shriveled grains from the plump with a fanning mill and a treatment of the plump grains with a formaldehyde solution has prevented wheat scab from gaining headway in the wheat at the Ohio Station. The control as worked out by the Station consisted in sprinkling piles of the seed wheat with a solution made by adding 1 pint of formalin to 40 gallons of water. The grain is shoveled during the sprinkling so that every grain is moistened. It is then allowed to dry over night before sowing.

EVERY commercial stockyard in the country will be licensed by the federal government beginning July 25.

New Wheat Price Basis.

The U. S. Food Administration on July 2 announced that "the establishment of new freight rates by the Railroad Administration has necessitated a change in the Government price basis for wheat. After consideration of all factors the Food Administration announces the price basis at various markets for the grades of No. 1 Northern spring, No. 1 hard winter, No. 1 red winter, No. 1 durum, No. 1 hard white in store public elevators approved for storage by the grain corporation (seaboard or in store on export terms), in the table herewith, effective July 1:"

Officially also the Food Administration July 2 announced the following regulations to govern mill prices until the complete plan can be formulated:

FLOUR AND FEED MAXIMUM.

"There is no limitation upon the freedom of flour mills or traders to buy or sell in any market, the mills being under restriction to reflect the Government price within the profit limitations upon flour.

"A full plan of mill regulation will be announced by the Food Administration in a few days. In the meantime, in order that there be no interruption in milling, the mills are advised that prices in excess of prices given in the table herewith will be considered as including unreasonable profits."

	Flour.	Feed.
Portland	\$10.83	\$26.88
Boston	10.83	26.88
New York	10.77	26.71
Philadelphia	10.73	26.59
Baltimore	10.71	26.53
Norfolk	10.71	26.53
Newport News	10.71	26.53
Wilmington, N. C.	10.84	26.84
Charleston	10.85	26.96
Savannah	10.85	26.96
Jacksonville	10.85	26.96
Tampa	10.88	27.03
Pensacola	10.53	26.05
Mobile	10.47	25.89
New Orleans	10.27	25.33
Galveston	10.35	25.59
San Antonio	10.35	25.59
El Paso	10.35	25.59
Brownsville	10.35	25.59
San Diego	9.95	24.44
Los Angeles	9.95	24.44
San Francisco	9.95	24.44
Portland	9.95	24.44
Seattle	9.95	24.44

"Food Administration schedule of "fair" flour and feed prices (bulk basis), not including bags where sales are made

by wheat-flour mills in carload lots on basis of cash or draft with B/L attached.

"In making sales at points other than those named the mill can figure the proper relative reasonable price, by deducting the regularly used local freight rate between its milling point and any of the above-named terminal points on which its freight rates in milling are naturally based. This deduction of freight will give a price, bulk mill, for carload cash or draft sales.

"Then the addition to this bulk mill price of the regularly used local freight rate from the mill to destination will give the relative maximum reasonable bulk selling price at destination.

FEED PRICES.

"The same rule will apply as regards feed prices as named in the above schedule.

"All differentials on less than carload or jobbing business and all package differentials should be maintained as at present prescribed.

"The whole plan has been approved by the agricultural advisory board and by a considerable part of the representatives of the milling and grain trades."

Coming Conventions.

July 9, 11.—Tri-State Country Grain Shippers' Assn. at Minneapolis, Minn.

July, 9-11.—National Hay Ass'n at Cleveland, O.

July 26.—Northwestern Grain Dealers' Ass'n at Helena, Mont.

Aug. 8.—Michigan Hay & Grain Ass'n at Detroit, Mich.

Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

LIQUIDATION of the American Malting Co. has been proposed in a circular letter sent to stockholders. The comite states in its letter that conditions have arisen since the United States entered the war which, in its opinion, make it advisable and for the best interests of the first preferred stockholders that the affairs of the company be wound up.

VARIETIES	GRADES	Chicago, Ill. Milwaukee, Wis.	St. Louis, Mo.	Kansas City, Mo. Omaha, Neb.	Minneapolis, Minn.	Duluth, Minn.	New York, N. Y.	Philadelphia, Pa.	Baltimore, Md. Newport News, Va.	Galveston, Tex. New Orleans, La.	Tacoma, Wash. Seattle, Wash. Portland, Ore. Astoria, Ore. San Francisco, Cal. Los Angeles, Cal.
Northern Spring.											
Hard Winter	No. 1	226	224	218	221½	222½	239½	239	238¾	228	220
Red Winter	No. 2	223	221	215	218½	219½	236½	236	235¾	225	217
Durum	No. 3	219	217	211	214½	215½	232½	232	231¾	221	213
Hard White											
Dark Hard	No. 1	228	226	220	223½	224½	241½	241	240¾	230	222
Dark Northern Spring	No. 2	225	223	217	220½	221½	238½	238	237¾	227	219
Amber Durham	No. 3	221	219	213	216½	217½	234½	234	233¾	223	215
Yellow Hard Winter	No. 1	224	222	216	219½	220½	237½	237	236¾	226	218
Soft White	No. 2	221	219	213	216½	217½	234½	234	233¾	223	215
	No. 3	217	215	209	212½	213½	230½	230	229¾	219	211
White Club	No. 1	222	220	214	217½	218½	235½	235	234¾	224	216
	No. 2	219	217	211	214½	215½	232½	232	231¾	221	213
	No. 3	215	213	207	210½	211½	228½	228	227¾	217	209
Red Spring	No. 1	221	219	213	216½	217½	234½	234	233¾	223	215
	No. 2	218	216	210	213½	214½	231½	231	230¾	220	212
	No. 3	214	212	206	209½	210½	227½	227	226¾	216	208
Red Durum	No. 1	219	217	211	214½	215½	232½	232	231¾	221	213
Red Walla	No. 2	216	214	208	211½	212½	229½	229	228¾	218	210
	No. 3	212	210	204	207½	208½	225½	225	224¾	214	206

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Wild Fluctuations in Barley.

Grain Dealers Journal: A break in the barley market last spring cost us \$3,000 in two days, as we had some cars in the market and could not store them, the railroad company preferring to have the cars unloaded rather than receive demurrage.

From Mar. 12 to 27 barley broke 56 cents per bushel, which is unreasonable. If the grain market works lower about 3c to 4c in a day there is some reason for it sometimes, but no reason to break from 10c to 15c one day and go right up again the next. If a bushel of grain is worth so much one day why should it be worth so much less in two days? or so much more? Congress ought to look into the matter, as those severe breaks come right back on the shipper and the farmer.

We used to be protected when we had grain futures, but now that this protection is taken away we have none whatever. If we could trade in futures for several months ahead we could have several chances to protect ourselves.

I took up this matter with Senator Thomas Sterling, who in turn brot it up with Julius H. Barnes, of the Grain Corporation, who made the following reply.

—John Doering, Parkston, S. D.

Hon. Thomas Sterling,
United States Senate,
Washington, D. C.

My Dear Senator—I have your letter of the 15th and the letter from John Doering of Parkston, S. D., in which he complains of the violent declines in grain, especially barley.

Mr. Doering does not tell you the whole story, because the 56-cent break in barley which he mentions followed an advance of 70 cents a bushel in barley recorded in three weeks. This 70-cent advance took place because the people of the United States responded to the appeal of the Food Administration to replace consumption of wheat flour with other cereal products, and the public did this, even though it did for a time cost more money.

The truth of the matter is, that this general public buying which turned on to other cereal products, possibly helped by conscious and unconscious action of millers and dealers all tending to the same end, did produce an extraordinary advance, which soon flattened out under the weight of a surplus of barley and other cereals in this country.

Your correspondent is certainly right that such fluctuations make unsatisfactory and dangerous conditions for the legitimate merchant, and conditions which make his very existence doubtful.

I venture the broad statement that if the Food Administration had not stabilized the price of wheat this year, that half of the established handlers in business would have been caught on one side or the other of a market bare of protection, and subject to extraordinary price changes, and would have seen their established business of years swept away.

These other grains, of smaller quantity, and bare of protection, demonstrate the hazard of an unstabilized and unprotected grain handling business under war influences. The Food Administration had hopes to help the dealer to stabilize the price, and minimize his risk in other grains as well as wheat, but Congress saw fit to limit the trading authority to "wheat, flour, meal, beans and potatoes," so that effective action was not possible.

We have recognized that in corn an open and free hedging market was greatly to be desired, when it could be protected against exploitation and manipulation, and this has

led to the recent effort to reorganize the trading basis on the grain exchanges, in corn and oats, so as to minimize the risks of grain handlers in these commodities, and to protect the grower against violent fluctuations.

In wheat, of course, we have the better protection, that there is a stabilized basis, every day and every hour. In barley there has never been any public trading, and it is an article which will always be hazardous to the dealer, and always subject to exasperating fluctuations in price to the grower. Your correspondent is simply not fully aware of the influences which made the extraordinary advance and decline in barley a perfectly natural market sequence, and one against which he cannot be too cautious in trying to protect himself in future. The unfortunate thing is, that the protection which dealers will require against commodities which fluctuate so rapidly, will be that of a much wider handling margin, and therefore, that much reduction in the returns to the grower, as compared with what the consuming market may afford. Yours truly, (Signed) Julius H. Barnes, president.

Success With Feed Grinding.

Grain Dealers Journal: It is surprising how much trade the feed grinding business brings us directly and to this town in general. The grinding nets us about \$1,200 per year; but it certainly pays us on our other business increase.

A few facts on our cost of operating the mill may be of interest to grain men who contemplate putting in a grinding equipment. We have a 20-inch attrition, electric, direct drive feed mill that cost us \$1,200 installed two years ago, and we have practically no expenses except the labor of sacking.

We are charging 5c per sack in the winter season, which is too cheap, as we should get at least 7c per sack. We charge 7c in summer. We get good steady grinding in the winter when it costs us 2c per sack for power. In the summer it costs us about 4c per sack for power, as we do not get enough grinding in the summer to get the low rate for electricity.

Our rate for power is: 10c for first 100 K.W.; 8c for second 100 K.W.; 6c for third 100 K.W.; 4c for the next 300 K.W., and 3c for the additional. In the winter our rate averages 3½c per K.W.

We would be getting 7c per sack in winter did we not have a competitor with water power at 5c per sack. We grind mostly oats and barley, also some cob corn.—F. C. Yerges, manager Reeseville Elevator Co., Reeseville, Wis.

Country Buyers Too Liberal to Farmers in Grading.

In Service and Regulatory Announcements No. 36, issued June 21, the Dept. of Agriculture publishes the results of a comprehensive investigation into charges that the country elevator men in the Northwest have been defrauding the farmer by undergrading his wheat.

When the new Federal grades went into effect a howl of complaint went up from the farmers that they were not getting the No. 1 grade to which they were entitled and which they had been given on the same quality of wheat in past years under the Minnesota grades. Altho the Federal grades are more elaborate and require special apparatus and moisture testers it was to have been expected that the country elevator men would make mistakes.

It will be gratifying to the trade to learn that far from undergrading the farmers' deliveries the country dealer has been giving the grower a higher grade than that to which he was entitled. It is specially pleasing because this investigation was instituted to justify the Federal grades rather than to show up the country shipper as a patriotic citizen who digs down into his pocket to pay the farmer more than his wheat is worth.

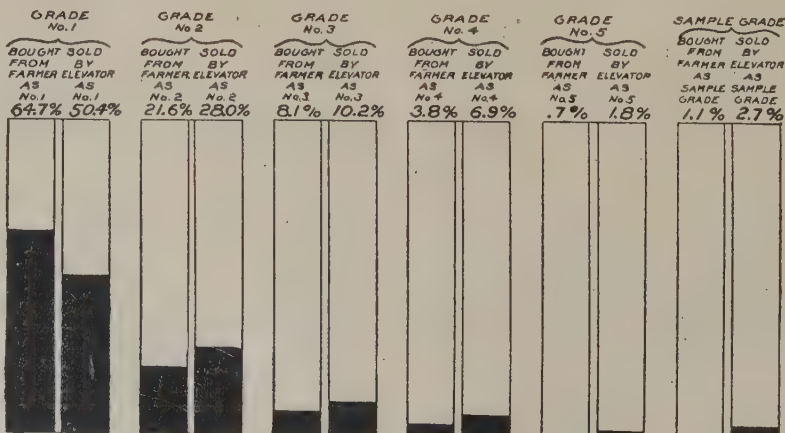
In Announcement No. 36 the Bureau of Markets says:

The Department of Agriculture in cooperation with the Federal Trade Commission has undertaken to determine the numerical grade of hard red spring wheat assigned to farmers' wheat by country elevators in the states of Minnesota, North Dakota, South Dakota and Montana on the 1917 crop handled to March 31, 1918, under the Federal grades, and also to determine the numerical grades assigned to such wheat going from these elevators by licensed inspectors at the terminal markets.

This information was secured directly from the country elevators in these states, which were required under the law to submit certified reports under penalty of fine or imprisonment. The diagram herewith shows the proportion of the hard red spring crop of 1917 (all subclasses combined) to Mar. 31, 1918, which fell into each of the grades, as received from the farmer at the country elevator. Figures also compare the proportion of the same crop as shipped from the same country elevators which fell into each of the grades as assigned by the licensed inspectors at the terminal markets or as sold by the country elevators by grade without inspection by licensed inspectors.

The record shows that 64.7% of all the wheat taken in by the country elevator

AVERAGE FOR MINNESOTA, NORTH DAKOTA, SOUTH DAKOTA AND MONTANA



Grades Given and Received by Country Elevator Operators in Percentages of the Crop to March 31, 1918.

was given a grade of No. 1 to the farmer; and that on all the wheat shipped to the terminal markets only 50.4% was given a grade of No. 1 to the country elevator man. That is, the farmer gained the difference, 14.3%, at the expense of the local wheat buyer. A little of this was recovered by the country buyer in the No. 2, as he gave that grade to 21.6% of his receipts but got No. 2 on 28%. This can hardly be considered a gain in view of the fact that this increase in No. 2 is really a reduction on wheat the buyer had bot for No. 1.

Closer grading by country buyers is necessary if they wish to realize a profit from their purchases.

Changes in Federal Grade Regulations.

David F. Houston, Sec'y of Agriculture, has recently given public notice of the following amendments to the rules and regulations dated Nov. 6, 1916, effective immediately.

Amend regulation 5, section 7, paragraph 3, so as to read as follows:

SAMPLING CARGOES.

Paragraph 3. In case of bulk grain in a canal boat, barge, ship, or other vessel, at least five probes, and as many more as may be necessary, in the discretion of the sampler, shall be drawn from the grain at different points through each hatch or opening in the deck, except that, when it is impractical to obtain a sample in accordance with the foregoing portion of this paragraph, it may be drawn from the grain stream while running from the spout or on the belt or other conveyor to or from the vessel, if taken in such a way as to secure a representative portion of the grain.

Amend regulation 6, section 3, paragraphs 3, 4, and 5, so as to read as follows:

DISPUTE OR APPEAL FEES.

Paragraph 3. Unless advance deposits have been made at or prior to the filing of a complaint or stipulation in any Office of Federal Grain Supervision, there shall be delivered to such office a check, certified if required by the Chief of the Bureau of Markets, or a post-office or express money order, payable to the order of "Disbursing Clerk, Department of Agriculture," for an amount sufficient to cover the fees, to be determined as follows:

The minimum deposit, in each appeal or dispute, shall be \$4. When the total in any appeal or dispute at the rates specified in paragraph 1 of this section would amount to more than \$4, the deposit shall be at said rates. Additional sums may be required by the official hearing the appeal or dispute when deemed necessary by him as advance deposits.

Paragraph 4. Any part of such advance deposit which may remain after payment of the fee assessed shall be returned to the party or parties depositing the same. In case an appeal be sustained, the amount of the fee assessed shall be refunded. An advance deposit made in a dispute referred by filing a complain shall be applied to the payment of such fee as may be assessed against the complainant and may also be held as security for, and, unless otherwise paid within 15 days after service of a copy of the findings, may be applied, to the payment of such fee as may be assessed against the respondent. An advance deposit made in a dispute referred by filing a stipulation shall be applied to the payment of all fees in the dispute.

Paragraph 5. All fees not covered by advance deposits shall be payable immediately upon service of a copy of the findings of the Secretary of Agriculture and shall be paid by check, certified if required by the Chief of the Bureau of Markets, or a post-office or express money order, drawn to the order of "Disbursing Clerk, Department of Agriculture," or in cash to the Disbursing Clerk.

AUSTRALIA has awaiting shipment 6,500,000 tons of surplus wheat, 2,000,000 bales of wool, and enough sugar to replenish depleted supplies of all the Allies, according to a recent statement by William M. Hughes, Australian premier.

Carrier Liable for Failure to Deliver.

The Supreme Court of Michigan on June 3, 1918, reversed the decision of the Circuit Court of Tuscola County and gave John L. Ortner, operating an elevator at Richville, Mich., judgment against the Michigan Central Railroad Co. for failure to deliver a carload of beans.

Ortner shipped a car of beans in February, 1915, from Richville to the Henry W. Carr Co., at Saginaw. As Carr did not pay the draft it was returned to Ortner with the B/L. Carr told Ortner in May that if he would ship the beans from Saginaw to Hammond, Ind., they would be taken by Post Bros. there. Carr sent Ortner a B/L partly filled out, to be used for the reshipment and the railroad company's agent at Richville took up the February B/L and filled out the new one duly signed, but worded "to order Henry W. Carr Co., notify Post Bros." and containing a provision "The surrender of this B/L properly indorsed shall be required before delivery of the property."

Draft on this second shipment also was unpaid, and Ortner for a time was unable to learn what had become of the beans. After several interviews with the railroad agent and Carr he was notified that the beans were with the Michigan Warehouse Co. at Chicago. He tried to sell the beans and could not, and finally went to Chicago to learn what was the trouble. What were said to be his beans were pointed out to him. He testified that the beans there shown him as having arrived in the car moving from Saginaw were not his beans. That his beans were hand-picked and in new bags, while those shown him were cull beans and in old bags.

In the course of the correspondence plaintiff received the following:

"New York Central Lines, Michigan Central Railway Company.

"Saginaw, E. S., Mich. Sept. 24, 1915.

"Mr. J. L. Ortner, Richville, Mich.—Dear Sir: Referring to your conversation regarding carload of beans shipped to Hammond, Ind., on May 14th in M. C. 46432: The Michigan Warehouse Company advised me at the present charges against this shipment up to and including Oct. 4th will be \$94.77, which is made up as follows: Freight charges and car service \$68.52, storage \$26.25. Would suggest that you have taken care of without delay to avoid paying further storage.

"Yours truly,

"S. S. Armstrong, Agent."

A check was sent for this amount but the Michigan Warehouse Co. declined to receive it without a surrender of the B/L. In October plaintiff made a written demand on the railroad company for the beans or the value thereof. The defendant declined to pay for them, assigning as a reason that the time limit in the B/L for making a claim had expired. Nov. 9, 1915, plaintiff sent to the railroad company a draft of \$68.52 in payment of its charges. This draft was indorsed by the railroad company and paid Nov. 27, 1915.

Suit was commenced April 4, 1916.

The lower court adopted the argument of the railroad attorney that the case was governed by the decision in *Nelson Grain Co. v. Ann Arbor Railroad Co.*, but the Supreme Court found that in the Nelson case there had been a delivery to the consignee, whereas in Ortner's case there had been no delivery, and referred to the following decision in the case of *Ithaca Roller Mills v. Ann Arbor Railroad Co.*:

"The B/L, as drawn, made Voorheis Bros. prima facie the owner of the goods shipped; this upon the theory that, where goods are shipped through a carrier to a third party, on delivery to the shipper of a B/L, the consignee is prima facie the owner. But this presumption may be overcome by proof of facts showing the actual transaction and the intent of the

parties. *Sturges v. Detroit, etc., R. Co.*, 166 Mich. 231, 131 N. W. 706; *Turnbull v. Michigan Central Ry. Co.*, 183 Mich. 213, 150 N. W. 132. In the instant case the proof is conclusive and undisputed that plaintiff's contract with Voorheis Bros. called for delivery of the goods to them at Homestead; the defendant acknowledged receipt of the goods for transportation from the plaintiff; named it in the B/L as the shipper; the contract of carriage was with it. Beyond question the plaintiff was the owner of the goods until their delivery to Voorheis Bros., was the owner when the damage was done, was the party with whom defendant contracted, and therefore can maintain this action in its own right for the negligent performance of the contract of carriage entered into between it and defendant."—167 N. W. Rep. 851.

Revocation of License for Refusal to Accept Damaged Corn.

The Walker Grain Co., of Fort Worth, Tex., has been deprived of its two licenses to deal in grain, effective June 25, by order of Herbert Hoover, U. S. Food Administrator, for failure to obey the instructions of the food administration to handle corn on a contract.

Seven carloads of corn were shipped on contract by the Elwood Grain Co., of St. Joseph, Mo., three cars arriving at Fort Worth and four at Texarkana. The corn became hot, musty and sour; and J. L. Walker, president of the company, states that it was refused because it was in an unmerchantable condition and the shipper agreed to take back the corn and ship other merchantable corn instead. The Food Administration ordered the Walker Grain Co. to unload the corn so as to release the railroad equipment and to bring suit against the shipper if there was any loss. Walker contended that this was not necessary as the shipper had agreed to take back the corn, and that his company would have been forced to go to St. Joseph to sue the Elwood Company.

E. A. Peden, Federal Food Administrator, Houston, Tex., in his bulletin No. 10 says: After the Walker Grain Co. refused to carry out the orders to handle the corn, then on the tracks at destination, Texarkana, the Elwood Grain Co. was required to unload the corn and dispose of it for the Walker Grain Co.'s account in order to release the railroad equipment and prevent deterioration of the corn. The Elwood Grain Co. has complied with this order, and the revocation of the license of the Walker Grain Co. was the inevitable result. The license is revoked until further notice as the result of its failure to comply with the orders of the Federal Food Administration of Texas requiring it to accept and handle seven cars of corn shipped by the Elwood Grain Co., St. Joseph, Mo. Under no circumstances will the license be restored until just settlement is made with the shippers, but payment of the shippers' claim in full will not necessarily result in restoration of the license.

FRANCE'S WINTER wheat acreage is 11,220,000, against 9,432,000 acres last year. Spring wheat 694,000 acres compared with 958,000 acres last year. Rye 1,941,000 acres against 1,998,000 acres the previous year. Winter and Spring Barley 1,396,000 acres compared with 1,788,000 acres and Winter and spring oats 7,222,000 acres against 7,701,000 acres in 1917. The condition of all crops is reported as favorable and the average range is from ten to fifteen points higher in nearly all instances than the conditions the same time last year.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

IDAHO.

Hazelton, Ida., June 23.—Wheat never looked better; weather conditions ideal. Acreage double that of last year.—Barlow-Classen Co.

ILLINOIS.

Osbornville, Ill., July 3.—Growing crops never looked better.—Otto F. Young, mgr., Mt. Auburn & Osbornville Grain Co.

Springfield, Ill., July 3.—As a result of winds and heavy rains oats and wheat are down in places, but droughty conditions prevail in some southern counties.—Clarence J. Root, meteorologist.

Springfield, Ill., July 9.—Crop conditions are very satisfactory. The rain of Sunday and Monday will be of great benefit to the growing corn. While the oat crop is a good one it is considerably short of the last crop.—John H. Lloyd & Co.

Chicago, Ill., July 2.—Reports of our correspondents make the pre-harvest condition of winter wheat 85.5, comparing with 87.7 on our reports last month and government condition of 83.8. On the government par values for July 1, the condition indicates a crop of 595,000,000. On the basis of harvest returns in the Central States the yield will run around 610,000,000 bushels, which compares with 418,000,000, last year's harvest. Spring wheat condition is 90.0, a decline of 3.2 from our reports of last month, and of 5.2 from the government report. There was a sharp decline in the condition in Montana, Idaho, Washington, Oregon, and Colorado. Indications for all wheat is for a crop from 930,000,000 to 970,000,000 bus., or 300,000,000 more than last year. The hot wave over the western and southwestern oats area reduced the prospects of this crop. The average condition is reported to us at 86.7, comparing with 90.9 on our reports and 93.2 government report last month. Reports on corn show a decrease of 4,257,000 acres from the acreage harvested last year, and 5,804,000 less than the acreage planted. The average condition is 85.3, or over 4 points above last year.—P. S. Goodman, of Clement, Curtis & Co.

INDIANA.

Servia, Ind., June 27.—We had a heavy frost June 22, that killed a great deal of corn. Some corn is entirely killed and some will recover.—Servia Elvtr. Co., Piercie Heeter.

Hillisburg, Ind., July 2.—We expect a good yield of wheat and of excellent quality. Frost has damaged the corn quite seriously. The recent heavy rains have caused the oats to go down very badly.—Otto Lefforge.

Frankfort, Ind., July 9.—Crops in our vicinity are looking the best we ever saw. Farmers are estimating the yield to run from 20 to 45 bus. per acre. Oats are looking fine. The frost of the 23d of June damaged some of the corn, but much of it is growing out of it rapidly. Do not think the damage for Clinton County will exceed 10%.—Stevenson & Bergen Grain Co., C. A. Stevenson.

Evansville, Ind., July 3.—Corn is not looking well in many sections of Southern Indiana and Southern Illinois. The recent dry spell damaged the growing crop and in some sections the grain did not come up well. Cut worms are reported in White River bottoms and along the Patoka River. A great deal of the grain along the Ohio River lowlands was planted late this year.—C.

Lafayette, Ind., June 27.—Northern Indiana farmers lost tens of thousands of dollars as the result of the damaging frosts of June 22, according to estimates given out at the Purdue University agricultural experiment station. The figures are based on reports from county agricultural agents. The loss covers 125,000 acres.

Teegarden, Ind., July 2.—Wheat prospects good. Lots of smut reported in wheat. Oats are making rapid growth and indications are for an average crop. Corn is about 40% damaged by frost in this (Marshall) and St. Joseph counties. Quite a number of farmers have sown millet and buckwheat where corn was frosted.—Miller & Roelke, J. M. Roelke.

IOWA.

Royal, Ia., June 20.—New crops looking fine. Corn very good.—A. C. Wettestad, mgr. Farmers Grain Co.

Plainfield, Ia., June 29.—Quantities of oats on the level land will not be long enough to get with the binder in spots. Each head contains about 25 kernels.—Farmers Elvtr. Co.

Wyman, Ia., June 21.—Crop conditions here are good. It would be hard to conceive of better looking fields of oats and corn than we have in this locality.—J. K. Elsey, mgr. Wyman Supply Co.

Des Moines, Ia., July 2.—In general, crop prospects are unusually good. Cool weather prevailed with temperatures averaging about 3 degrees below normal. Rains were ample and well distributed, except the southwest districts where there is a marked deficiency. Corn cultivation and haying were delayed by frequent rains in the eastern half of the state. Corn is being laid by in nearly all sections with the crop in excellent condition. The cool, cloudy, moist weather has been favorable for small grains which are filling well and promise large yields, except early oats which in some places are heading short and were prematurely ripened by the hot weather about 3 weeks ago. A severe hail-storm, June 27, damaged crops about 60 per cent in about 8 townships in southeastern Polk, northern Marion, and southern Jasper counties. Damaging hail occurred in several other counties on this date. Grasshoppers are damaging all crops, particularly pastures in the southwestern counties. Some pastures are brown and bare and stock is being fed.—Charles D. Reed, meteorologist.

KANSAS.

Bluff City, Kan., June 28.—We have a splendid crop of wheat.—Bluff City Mfg. Co.

Rossville, Kan., June 29.—We have a good wheat crop and a very fine prospect for corn.—Wm. F. Bolan.

Geneseo, Kan., June 30.—Crop prospects are good here.—E. E. Lorenz, mgr., Larabee Flour Mills Corp.

Valley Center, Kan., June 24.—Wheat fair; oats light; alfalfa will be light this cutting; very dry.—Joe Clark.

Ellsworth, Kan., July 2.—It is getting pretty dry now. We need rain for the early corn at once.—Joseph Janousek.

Ellsworth, Kan., July 2.—Wheat will test from 55 to 60 lbs., and the yield from 6 bus. to 30 bus. per acre.—Joseph Janousek.

Morganville, Kan., June 29.—We have just had a good rain. Surely good for the corn crop, which looks fine now.—Farmers Co-operative Ass'n, Wm. G. Stoneback, mgr.

Bloomington, Kan., June 24.—Wheat is going to be of a poor grade. A few days of hot wind has shriveled it and cut the yield.—W. E. Conn, mgr. Osborne County Farmers Co-operative Ass'n.

Morganville, Kan., June 29.—Fair crop; probably an average yield of 10 to 15 bus. Oats not so good; light in quality.—Farmers Co-operative Elvtr. Ass'n, Wm. G. Stoneback, mgr.

Lansing, Mich., July 1.—The average estimated yield of wheat is 10.56 bus. per acre. The average estimated yield of rye is 12.38 bus. per acre. The condition of corn is 78. One year ago the condition of

corn was 70.—Coleman C. Vaughn, sec'y of state.

MINNESOTA.

St. Peter, Minn., June 21.—Crops around here are fine with 100% stand and conditions on an increased acreage. Barring storms we will harvest a bumper crop. Plenty of moisture for present needs.—E. J. Matteson.

Minneapolis, Minn., July 3.—There has been considerable damage to the grain crops especially in Montana and western North Dakota, due to dry weather. During the past week the temperatures as a rule, have been cool and favorable for the filling of small grain. Corn is doing especially well in South Dakota and southern Minnesota. In North Dakota it is backward and will not be a large crop. In the southern half of Minnesota, as a rule, all crops are excellent. In the northern half some districts need rain within a week or ten days. There is also some blight in wheat and rye, the cause of this has not been determined, nor the extent of damage. The state as a whole still has a fine prospect. The conditions for South Dakota are holding up remarkably well. Just east of the Missouri River in the northern part of the state there is a territory which has suffered from dry weather and must have rains. This condition also applies to the territory west of the Missouri. There are a few spots in the eastern part of the state affected by drought, but this does not amount to much. As a whole, the state probably has never had better prospects for small grain, at this season of the year. From Jamestown, N. D., east reports are very favorable, but from there west to the Missouri River rains are needed at once. Some territory west of the Missouri, in the central part of the state is fair, but in the northwestern part, in the Williston district, all crops are very poor. Some early rye in the territory north of Devils Lake has blighted badly and this will cut the volume considerably. How far this condition has extended we have not been able to determine. To hold the present standard thruout the state, good rains or continued showers are necessary. Montana needs moisture in nearly all sections and the crops will be greatly reduced unless they receive it. The northern portion of the state is suffering most and in places some of the crops are ruined. In the central part conditions are fair, but improve in southern part of state. Along the eastern border there have been local showers in some places, while others have not been so fortunate. The crop is very spotted, and the state as a whole at the present time has only a fair prospect.—Van Dusen Harrington Co.

MISSOURI.

Raymore, Mo., July 5.—A fine wheat crop is the report from Missouri.—J. W. Kememer.

MONTANA.

Big Timber, Mont., June 19.—Crops look fine, especially winter wheat.—Powers Elvtr. Co.

Valier, Mont., June 27.—Crops are very poor here.—H. W. Pond, agt., International Elvtr. Co.

Fort Benton, Mont.—The crop outlook is poor in this territory.—Farmers Elvtr. & Trading Co.

Wilsall, Mont., June 17.—Crop conditions are good. Should be a million dollar year with us.—Farmers Exchange of Wilsall, V. P. Quinzy, mgr.

Ronan, Mont., July 1.—The month of June in the Flathead Valley has seen a continuance of the extreme adverse conditions. The precipitation was 1.12 against the normal average, 2.97. It may be noted that it was the 18th of June before we received any precipitation of any consequence and then only one-half inch. All kinds of dry land farms have suffered severely. A great deal of spring wheat thruout the Valley has failed to make a stand. This is due to the following three causes: A considerable amount failed to germinate; in some instances it would form a small sprout but lacked sufficient mois-

ture to bring it up and as a consequence rotted in the ground. Another cause was the killing frosts the latter part of May; the young tender wheat was unable to form new roots and renew its growth owing to the dry weather and simply shriveled up. Another cause was wire worms in certain localities which destroyed relatively small areas. From the total of 124,000 acres of spring wheat it is estimated at least 20,000 acres would have to be considered as abandoned. It is estimated that a total of 20,000 acres of spring wheat has been irrigated, also about 5,000 acres of winter wheat received one irrigation. This helps to bring up the average. The condition of winter wheat is placed at 40%; spring wheat, 35%; this after considering the abandoned acreage mentioned above. Above forecast would indicate a yield of approximately 960,000 bushels of wheat in this valley. However, we will have to have some further rains to bring this about. On the whole this would have to be set down as another crop failure in this Valley.—Stanley Searce, W. T. Giese, mgr. Grain Dep't.

NEBRASKA.

Havens sta. (Clarks p. o.), Neb., July 1.—Small grain one-half crop. Corn doing fine, but needing rain.—W. O. Badger, agt., T. B. Hord Grain Co.

NORTH DAKOTA.

Mantador, N. D., July 4.—The crops in this vicinity look good. When this crop is once on the market I am sure it will knock out old Bill across the pond.—H. A. Jacobs, sec'y-mgr., Farmers Grain & Seed Co.

OHIO.

New Hope sta. (Campbelltown p. o.), O., July 5.—Our corn prospect does not look very promising. Very uneven stand at present.—Richards Bros. & Co.

Bucyrus, O., June 24.—If it rains soon prospects fine for everything with the exception of hay. Heavy frost damaged some corn in low grounds.—E. G. Reid.

Columbus, O., July 1.—Wheat shows the same prospective yield for the state as a whole as estimated one month ago, namely: 108% of an average (which is equivalent to 18 bus. per acre) computed upon a basis of 16.5 bus. per acre, being standard, represented by 100%, and as stated in previous report, should produce approximately 34,076,611 bus.; however, the threshers' returns are liable to increase the average to 20 bus. per acre, which would bring the total production for the state up to about 40,000,000 bus. Some few correspondents report the wheat heads not well filled, and others that the berry is shrunken. The joint worm and rust being the cause of most of the damage. Damaged by joint worm, 2%. Barley prospects compared with average yield, 111%. Owing to the extreme dry weather of the past month oats have declined 3 points since report of June 1, prospect being now estimated at 103% compared with an average. With an estimated area of 1,618,431 acres the present prospects should produce about 63,073,809 bus. Rye prospect remains unchanged since report of one month ago, being estimated at 114% compared with an average. Unfavorable conditions made corn planting unusually late, and as stated in previous report many fields were replanted. A great deal of corn that was planted in good season shows large fine growth and has the making of a heavy product per acre. Irregularity of corn growth, owing entirely to the wide difference in times of planting, is very noticeable all over the state, but it is also apparent that the plant, of whatever growth, very generally shows healthy condition at this time, being estimated at 90% compared with an average. The estimated damage by cut worm is 5%, while that of white grub is reported at 2%. Many correspondents report damage by frost of June 22 and 23.—N. E. Shaw, sec'y, Ohio State Board of Agriculture.

OKLAHOMA.

Lucien, Okla., June 20.—Wheat better than last year. If not damaged will all grade No. 2 or better. Oats good. Hot winds are cutting corn badly. Very hot and dry.—W. W. Black Grain Co., W. W. Black.

Kansas City, Mo., July 5.—In a letter which reached us today from our traveling solicitor, Martin Hicks, dated Jet, Oklahoma, July 2, he reports: "All the ground that I have covered today is threshing out 20 to 25 bus. to the acre, and it is testing 60 to 63 pounds dark hard wheat. The rain on Saturday night has bleached it very little."—W. S. Nicholson Grain Co., Robert Nicholson.

Oklahoma City, Okla., June 30.—The growing condition of wheat at the time of harvest was 65%. Condition on same date in 1917 was 63%. The estimated average yield per acre of wheat this year is 12 bus. Based on the above figures our estimate of the total yield for the state this year is 33,750,000 bus. Total yield in 1917 amounted to 29,756,000 bus. The condition of oats at the time of harvest was 71%. Condition of oats on same date one year ago was 69%. The estimated average yield per acre this year is 28 bus. Average yield last year was 27 bus. per acre. Our estimate of this year's total production is 29,120,000 bus. The final estimate for the 1917 crop was 25,854,000 bus. Corn shows a growing condition of 80%. Condition last month was 81% and on same date one year ago the condition of corn was 75%. Some reports show that in the western and southwestern parts of the state corn has been damaged by recent hot winds and scarcity of moisture. In the eastern part of the state the condition of corn is slightly above the average. Condition of the soil as regards moisture is 65%. Condition one month ago was 83% and on same date one year ago 60%.—Oklahoma State Board of Agriculture, Frank M. Gault, pres.

OREGON.

Moro, Ore., June 28.—Weather is such at present that there is no question of a very heavy yield. Light soil in southern part of county had good rain recently which insures a good crop.—Farmers Elvtr. & Supply Co.

SOUTH DAKOTA.

Clark, S. D., July 1.—Good prospects for 1918 crops.—Elrod & Henry.

White Lake, S. D., June 25.—Have had three fine rains lately. Now have enough moisture to assure a grain crop. Look for largest yield in years. Grain and corn never better.—White Lake Mlg. Co.

SOUTHEAST.

Thomasville, Ga., June 26.—As yet there is no wheat planted in this section.—Thomasville Elvtr. Co.

Valdosta, Ga., June 14.—There is every prospect for a bumper crop in this section. The peanut crop looks promising but the stand is poor.—Valdosta Mill & Elvtr. Co., Marion Curry, mgr.

UTAH.

Ephraim, Utah, June 22.—Our grain crops are in excellent condition, both winter and spring grain. We have had some nice rains recently, that came just at the proper time.—Ephraim Mlg. & Elvtr. Co., Ben Rasmussen, mgr.

Government Crop Report.

Washington, D. C., July 9.—The crop reporting board of the Bureau of Crop Estimates makes the following estimates on the acreage and condition July 1:

	Condition— July 1, July 1,	1918.	1917.
Winter wheat	Acres.*	36,392	79.5
Spring wheat		22,489	86.1
All wheat		58,881	81.9
Corn		113,835	87.1
Oats		44,475	85.5
Barley		9,108	84.7
Rye		5,435	80.8
Flax		1,967	79.2
Rice		1,120	91.1
Hay, all		69,531	82.2

*000 omitted.

Total production.*
1918. 1917. Yield.

	July forecast.	December estimate.	1918 (bu.).
Winter wheat	557	418	15.3
Spring wheat	334	233	14.8
All wheat	891	651	15.1
Corn	3,160	3,159	27.8
Oats	1,437	1,587	32.3
Barley	230	209	25.2
Rye	81.6	60.1	15.0
Flax	15.8	8.5	...
Rice	43.4	36.3	...
Hay, tons	102	94.9	...

*In millions.

WINTER WHEAT.

	Condition July 1.	Forecast 1918, from July 1 condition.	December es- timate.	5-yr. average, 1912-1916.
	1918.	10-yr. av.	1917.	Bus.*
N. Y.	76	88	7,901	8,385
Pa.	83	87	24,619	24,482
Md.	82	87	10,906	11,475
Va.	87	88	18,896	17,920
N. C.	72	88	10,312	9,765
Ohio	88	80	36,406	41,140
Ind.	95	78	49,263	33,392
Ill.	93	76	49,294	30,400
Mich.	67	82	8,559	15,210
Iowa	84	85	8,245	2,975
Mo.	94	77	48,154	27,540
Neb.	65	79	40,340	7,164
Kan.	73	74	91,871	45,670
Ky.	96	83	12,987	9,000
Tenn.	83	84	9,017	4,830
Texas	50	77	7,582	16,200
Okla.	73	73	31,831	35,650
Mont.	59	88	11,267	7,865
Colo.	83	83	9,056	7,728
Utah	83	88	4,761	3,220
Idaho	88	91	7,656	5,580
Wash.	79	88	9,282	10,858
Ore.	84	90	11,710	8,400
Cal.	73	80	6,377	7,425
U. S.	79.5	80.6	557,339	418,070

SPRING WHEAT.

	1918.	10-yr. av.	1917.	Bus.*
Minn.	77	85	68,545	56,525
N. D.	85	83	90,797	56,000
S. D.	101	80	64,281	50,344
Wash.	69	86	26,827	18,360
U. S.	86.1	83.9	333,591	232,758

OATS.

	1918.	10-yr. av.	1917.	Bus.*
N. Y.	96	88	46,919	44,625
Pa.	96	90	41,813	41,125
Ohio	91	85	72,396	78,100
Ind.	91	82	69,422	76,440
Ill.	91	83	187,589	244,400
Mich.	86	87	54,183	56,575
Wis.	94	91	87,984	99,000
Minn.	94	85	123,403	120,250
Iowa	93	88	202,165	246,750
Mo.	83	79	42,380	59,200
N. D.	85	83	70,798	38,625
S. D.	98	81	67,632	65,450
Neb.	56	82	54,378	115,444
Kan.	64	76	52,093	70,804
Texas	60	76	35,334	37,050
Okla.	76	67	32,688	26,450
Mont.	65	93	21,216	13,600
U. S.	85.5	84.5	1,436,617	1,587,286

BARLEY.

	1918.	10-yr. av.	1917.	Bus.*
Wis.	95	90	21,658	19,200
Minn.	96	84	39,836	37,800
Iowa	95	90	10,602	10,500
N. D.	87	83	36,910	22,812
S. D.	100	81	30,294	26,520
Kan.	50	68	9,180	7,500
Colo.	86	88	6,502	5,544
Idaho	85	94	6,502	5,510
Wash.	61	91	4,432	4,930
Ore.	71	91	4,846	5,278
Cal.	75	85	32,914	39,150
U. S.	84.7	84.7	229,816	208,975

*000 omitted.

The amount of wheat remaining on farms July 1 is estimated at 1.3 per cent of last year's crop, or about 8,283,000 bus., as compared with 15,611,000 on July 1, 1917, and 39,066,000—the average of stocks on July 1 for five years—1912-1916.

[Continued on Page 54.]

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

IDAHO.

Hazelton, Ida., June 23.—Cutting first cutting of alfalfa now. Acreage cut down on account of increased acreage of wheat. However, looks like we will have plenty of hay.—Barlow-Classen Co.

ILLINOIS.

Springfield, Ill., July 9.—Wheat threshing is delayed by the rain of Sunday and Monday. Oats are being cut this week.—John H. Lloyd & Co.

Osbornville, Ill., July 8.—Wheat threshing will begin next week with an estimated yield of 25 bus. per acre. Oats average crop of which about one-half are in shock. Forty per cent of old corn yet in farmers' hands.—Otto F. Young, mgr., Mt. Auburn & Osbornville Grain Co.

Chicago, Ill.—Two cars of new wheat were received July 6, the first of the season. Both cars came from Farmersville, Ill. P. H. Schifflin & Co. had a car which graded No. 1 red; tested 61 pounds and 12% moisture, and sold at \$2.36. Lowell Hoyt & Co. had a car which graded No. 3 red; tested 60 pounds, and 14% moisture and sold at \$2.29.

Springfield, Ill., July 3.—Rain interfered with harvesting operations but was highly beneficial to corn, pastures and gardens. Rye, oats, and wheat are being harvested, and wheat is being threshed in the south. The oat harvest will reach Kankakee County by the 10th, and Ogle County by the 15th.—Clarence J. Root, meteorologist.

INDIANA.

Hillside, Ind., July 2.—Our small acreage of wheat in this territory is about all in shock.—Otto Lefforge.

Frankfort, Ind., July 9.—Wheat threshing will begin this week. Cutting of oats will begin next week.—Stevenson & Bergen Grain Co., C. A. Stevenson.

Evansville, Ind., July 3.—Farmers in Southern Indiana are selling their wheat almost as soon as it is threshed, but the heavy movements of grain in this section has caused a shortage of freight cars, and grain men and farmers are greatly handicapped by this fact.—C.

Teegarden, Ind., July 2.—Threshing of the new wheat crop will commence about July 10. Farmers seem to be well pleased with the new price and grades on wheat, and indicate their willingness to market their grain as early as possible, and thus help get it on the market while cars are not so scarce.—Miller & Roelke, J. M. Roelke.

IOWA.

Royal, Ia., June 20.—Received 3 cars old oats and corn in the last 4 days.—A. C. Wettstad, mgr. Farmers Grain Co.

Des Moines, Ia., July 2.—Harvest has been beneficially delayed to later dates than at first estimated. Winter wheat harvest has advanced slowly northward during the week to the third tier of counties; will become general in the middle of the state by the 9th, and will reach the north line about the 15th. Oats harvest now extends from Fremont to Henry counties, and will reach the northern part of the state about the 12th-15th. Spring wheat harvest is beginning in the extreme south this week and will reach the middle of the state about the 16th. Rye harvest is completed in the south, is beginning in the middle and will reach the north about the 10th. Barley harvest is beginning in the south, will extend from Taylor to Jackson counties by the 9th and reach the

north by the 16th.—Charles D. Reed, meteorologist.

KANSAS.

Rossville, Kan., June 29.—We will start threshing at once.—Wm. F. Bolan.

Bluff City, Kan., June 28.—Wheat is moving now. Test, 60 pounds.—Bluff City Mfg. Co.

Morganville, Kan., June 29.—Wheat is mostly all in shock.—Farmers Co-operative Elvtr. Ass'n, Wm. G. Stoneback, mgr.

Ellsworth, Kan., July 2.—Most of the wheat is harvested, and we have commenced threshing.—Joseph Janousek.

LOUISIANA.

New Orleans, La.—Exports of grain thru this port during the month of May were: Wheat, none; corn, 463,706 bus.; oats, 1,921,498 bus.; barley, 1,844,771 bus.; rye, none; compared with wheat, 2,003,550 bus.; corn, 195,035 bus.; oats, 544,270 bus.; barley, 685,241 bus.; and rye, 60,000 bus. during May, 1917.—Geo. S. Colby, chief grain inspector and weighmaster, Board of Trade.

MISSOURI.

Raymore, Mo., July 5.—Will begin to thresh in this locality this week.—J. W. Kememer.

St. Louis, Mo.—E. Lowitz & Co. received the first car of new wheat, June 27. It was shipped by the Portageville Mfg. Co., of Portageville, Mo. Wheat grades No. 3, red winter new; test, 58½ pounds; 11.40 moisture; 1% dockage, ½% damage; 2% inseparable rye.

Kansas City, Mo.—The honor of marketing the first car of new wheat received in this city fell to Goffe & Carkener. The grain arrived June 27, six days later than first car last year. D. W. Ward, of Waukomis, Okla., was the shipper. The grain was fine No. 1 hard, testing 62½ pounds to the bu., with 11% moisture test. It was sold to the Food Administration for \$2.15 per bu.

NEBRASKA.

Gretna, Neb., July 1.—We are harvesting full blast in this section and will have 60% of a crop.—D. A. Adams, mgr. Duff Grain Co.

OHIO.

New Hope sta. (Campbellstown p. o.), O., July 5.—We will begin taking in wheat about July 6.—Richards Bros. & Co.

Columbus, O., July 1.—In Southern Ohio the wheat is about all cut, and thruout the state the work of harvesting is in active progress.—N. E. Shaw, sec'y Ohio State Board of Agriculture.

OKLAHOMA.

Burlington, Okla., June 24.—Threshing began here today, the first wheat of the season being bot by the Burlington Grain Co. It tested 60 and 61 pounds.—Burlington Grain Co., Luther Martin, mgr.

Carmen, Okla., June 20.—We are in the wheat harvest this week. Weather is very hot. The bulk of the wheat will be cut this week. Wheat is very good. Estimated yield 25 bus. Some little wheat threshed tested 62 pounds of the dark variety.—Walter Hunsaker, mgr., Carmen Grain & Supply Co.

OREGON.

Moro, Ore., June 28.—Harvest starts at this place and in this vicinity July 20.—Farmers Elvtr. & Supply Co.

Hay Canon sta. (Klondike p. o.), Ore., June 28.—Harvest starts in and around this station about July 10.—Farmers Elvtr. & Supply Co.

TEXAS.

Fort Worth, Tex.—The first car of new Texas wheat reached this market June 25. It was shipped to the Burrus Mill & Elvtr. Co., and was grown in Denton County. It graded No. 2 red winter; test, 59.7 per bu.

Galveston, Tex.—Exports of grain thru this port during the month of May were: Wheat, none; corn, 410,247 bus.; barley, 905,558 bus.; oats, none; rye, none; compared with wheat, 781,372 bus.; corn, none; barley, none; oats, none; rye, none; during May, 1917.—H. A. Wickstrom, chief inspector, Board of Trade.

Government Crop Report.

[Continued from Page 53.]

CORN.

Condition July 1.			Final estimate.		
1918.	%	10-yr. av.	Forecast, 1918 from July 1 condition.	1917.	5-yr. average, 1912-1916.
	%		Bus.*	Bus.*	Bus.*
Pa.	85	86	84,742	62,212	59,177
Va.	90	89	67,649	72,275	51,548
N. C.	85	83	57,375	60,000	54,588
Ga.	89	87	69,447	72,000	59,986
Ohio	86	85	148,298	150,100	146,065
Ind.	81	85	195,131	203,436	180,938
Ill.	81	84	385,135	418,000	336,761
Mich.	83	81	58,100	37,625	55,147
Wis.	87	82	65,187	42,196	59,323
Minn.	95	80	105,165	90,000	83,335
Iowa	97	86	428,204	410,700	365,013
Mo.	91	82	224,996	252,000	171,046
S. D.	94	85	100,201	97,150	79,998
Neb.	84	86	215,403	249,480	175,223
Kan.	83	80	136,791	128,184	109,485
Ky.	87	87	108,576	122,850	95,143
Tenn.	90	87	99,403	111,150	81,705
Ala.	88	84	89,309	77,200	55,828
Miss.	86	84	77,572	84,050	58,633
La.	86	83	51,916	42,246	40,561
Texas	61	76	110,051	77,825	147,470
Okla.	64	80	47,699	33,150	73,911
Ark.	78	84	55,146	67,200	49,350
U. S.	87.1	83.6	3,159,836	3,159,494	2,761,252

*000 omitted.

*000 omitted.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,376,000
Tot. July 1 to Dec. 29...	290,107,000	153,967,000	11,299,000	22,912,000	76,409,000	61,410,000
Jan. 5.....	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 12.....	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 19.....	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Jan. 26.....	1,683,000	5,383,000	37,000	1,556,000	795,000	1,868,000
Feb. 2.....	1,568,000	5,511,000	10,000	881,000	1,708,000	1,960,000
Feb. 9.....	1,037,000	4,375,000	514,000	1,343,000	1,605,000	1,334,000
Feb. 16.....	950,000	4,763,000	353,000	1,712,000	1,850,000	2,705,000
Feb. 23.....	675,000	4,122,000	108,000	1,321,000	1,449,000	1,779,000
Mar. 2.....	1,232,000	4,703,000	93,000	1,500,000	1,812,000	2,661,000
Mar. 9.....	1,172,000	4,679,000	.....	1,540,000	968,000	2,917,000
Mar. 16.....	884,000	3,538,000	891,000	1,934,000	1,706,000	1,615,000
Mar. 23.....	855,000	4,387,000	1,036,000	1,602,000	2,410,000	1,839,000
Mar. 30.....	1,157,000	2,803,000	1,421,000	1,727,000	1,309,000	711,000
Apr. 6.....	1,251,000	2,941,000	1,218,000	1,480,000	1,059,000	2,880,000
Apr. 13.....	994,000	4,130,000	2,109,000	1,300,000	3,364,000	2,532,000
Apr. 20.....	910,000	5,387,000	547,000	971,000	3,327,000	2,323,000
Apr. 27.....	1,278,000	4,194,000	955,000	798,000	3,551,000	557,000
May 4.....	719,000	4,927,000	705,000	719,000	2,750,000	1,212,000
May 11.....	1,450,000	3,700,000	1,493,000	1,262,000	3,430,000	1,027,000
May 18.....	1,027,000	3,274,000	1,490,000	1,102,000	3,379,000	1,578,000
May 25.....	588,000	4,273,000	1,122,000	292,000	2,944,000	2,135,000
June 1.....	493,000	4,460,000	1,469,000	433,000	2,340,000	4,357,000
June 8.....	820,000	10,817,000	2,279,000	743,000	2,422,000	4,067,000
June 15.....	435,000	8,098,000	1,221,000	533,000	2,784,000	2,712,000
June 22.....	340,000	5,721,000	1,566,000	535,000	3,226,000	2,866,000
June 29.....	324,000	5,373,000	937,000	336,000	1,573,000	4,725,000
July 6.....	539,000	4,399,000	910,000	420,000	2,187,000	4,799,000
Totals	118,593,000	287,800,000	34,136,000	52,494,000	134,685,000	124,959,000

Wheat Movement in June.

Receipts and shipments of wheat at the various markets during June, compared with June, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	38,581	2,838,304	.....	2,696,284
Chicago	126,000	2,344,000	211,000	2,168,000
Cincinnati	8,600	.....	10,750	.....
Detroit	27,000	128,000	.....	150,000
Kan. City	170,100	1,317,600	16,200	1,503,900
Milwaukee	102,700	500,000	14,500	695,254
Min'polis	5,279,620	4,961,930	671,720	3,528,890
Omaha	501,600	709,200	232,800	624,000
St. Louis	163,860	1,529,475	117,050	1,834,830
San Francisco,	.....	.....	.....	.....
tons	27,364	5,944	.....	.....
Toledo	50,700	73,800	2,400	79,100
Wichita	124,000	195,600	35,000	95,000

Corn Movement in June.

Receipts and shipments of corn at the various markets during June, compared with June, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	380,137	2,235,504	248,530	1,259,130
Chicago	7,656,000	5,380,000	2,370,000	3,624,000
Cincinnati	225,500	.....	151,800	.....
Detroit	195,000	159,000	53,000	18,000
K. City	1,678,250	787,500	1,915,000	1,088,750
Milwaukee	397,980	1,616,040	467,321	1,000,782
Min'polis	877,020	493,520	652,110	481,690
Omaha	2,020,200	4,986,800	1,769,600	3,957,800
St. Louis	1,480,263	1,555,200	691,610	1,135,140
San Francisco,	.....	.....	.....	.....
tons	755	649	.....	.....
Toledo	225,900	138,000	151,800	32,200
Wichita	172,800	51,600	126,000	35,000

Oats Movement in June.

Receipts and shipments of oats at the various markets during June, compared with June, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	1,116,739	2,363,261	2,162,139	2,763,099
Chicago	8,208,000	8,452,000	3,162,000	8,860,000
Cincinnati	238,400	.....	112,000	.....
Detroit	212,000	209,000	53,000	35,000
Kan. City	635,800	394,400	600,000	568,500
Milwaukee	1,442,145	2,050,200	875,431	1,281,896
Min'polis	1,789,000	694,610	2,451,020	5,490,710
Omaha	1,088,000	1,150,000	1,190,000	1,212,000
St. Louis	2,069,645	2,060,400	1,838,280	1,716,130
San Francisco,	.....	.....	.....	.....
tons	657	355	.....	.....
Toledo	275,200	65,600	227,100	89,600
Wichita	46,500	35,000	38,000	.....

Rye Movement in June.

Receipts and shipments of rye at the various markets during June, compared with June, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	138,369	251,922	123,921	83,653
Chicago	112,000	182,000	40,000	161,000
Cincinnati	9,900	.....	15,400	.....
Detroit	3,000	13,000	2,000	5,000
Kan. City	8,800	1,100	11,000	9,900
Milwaukee	109,650	55,695	41,325	73,800
Min'polis	209,790	202,000	291,570	244,870
Omaha	7,700	17,600	16,500	7,700
St. Louis	8,834	2,200	3,700	3,790
San Francisco,	.....	.....	.....	.....
tons	.....	.....	.....	.....
Toledo	7,100	600	2,800	500
Wichita	.....	.....	.....	.....

Barley Movement in June.

Receipts and shipments of barley at the various markets during June, compared with June, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	45,180	144,080	.....	65,333
Chicago	1,095,000	1,059,000	163,000	391,000
Detroit	.....	.....	.....	.....
Kan. City	7,500	18,000	75,400	16,900
Milwaukee	517,140	623,500	439,827	179,450
Min'polis	849,830	970,210	1,251,420	1,265,530
Omaha	48,600	32,200	50,400	22,400
St. Louis	25,600	49,600	10,920	19,980
San Francisco,	.....	.....	.....	.....
tons	2,618	6,128	.....	.....
Toledo	29,800	1,000	70,450	.....
Wichita	.....	.....	.....	.....

THE RULE suspending to-arrive purchases of wheat was abrogated at a recent meeting of the directors of the Chicago Board of Trade, the Food Administration having announced that it is its desire that the trade handle the wheat crop this year, under certain restrictions.

Sale of Corn Goods.

Special Rule 20, Series B, governing licensees manufacturing or dealing in grain or products of grain, provides that the licensee shall not sell corn meal, grits, corn flour, hominy or refined grits in carload lots except spot sales for cash or upon the terms contained in the form of contract that is set out in the rule. The minimum loading prescribed by the Food Administration for carload lots of such products is 60,000 pounds and licensees selling 60,000 pounds or more of such products must conform to the rule in cases where delivery is made by wagon or truck, as well as in cases where the products are shipped by rail.

THE GERMAN under sec'y of state for food supplies recently informed the Reichstag that experts agree that large stocks of grain really exist in the Ukraine, and that the Central Powers are endeavoring to obtain supplies by direct purchase. So far, he said, 80,000 tons have been notified but not yet delivered.

Leaking in Transit

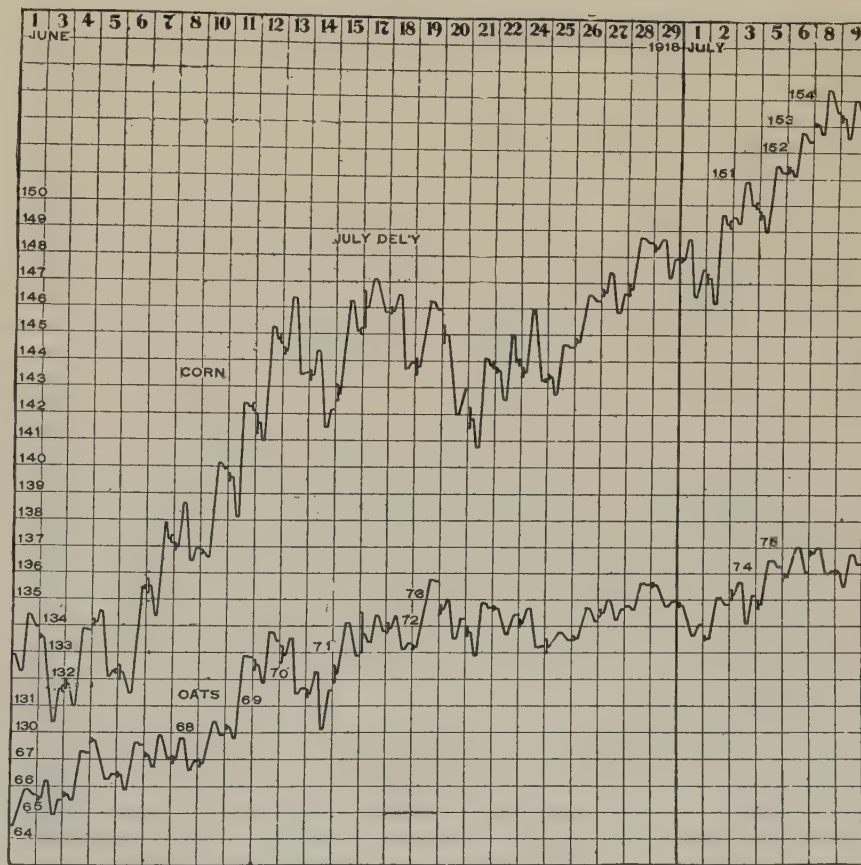
Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. Y. C. 233980 passed thru Vayland, S. D., June 12, going east on the C. & N. W. Ry., leaking barley at door post. Had just a little time to fix it and notified the train crew.—Agt., Huron Mlg. Co.

A. & V. 22460, loaded with shelled corn, set off south bound train No. 45 at St. Paris, O., June 17, leaking corn badly over drawbar. Workmen from D. T. & I. R. R. Co. repaired same.—Lock Two Grain & Mlg. Co., Geo. H. McConnell, mgr.

Opening, High Low and Close at Chicago Since June 1.



Daily Closing Prices.

The daily closing prices of oats and corn for July delivery at the following markets for the past two weeks have been as follows:

	JULY OATS.									
	June 25.	June 26.	June 27.	June 28.	June 29.	July 1.	July 2.	July 3.	July 5.	July 6.
Chicago	71½	72½	72½	73½	72½	72	72½	73½	74½	74
Minneapolis	71	71½	71½	73	72½	71½	72½	73½	73½	73½
St. Louis	70½	71½	71½	72½	72½	71½	72½	73½	74½	75
Kansas City	71½	71½	72½	72½	71½	72½	72½	73½	74½	75
Milwaukee	71½	72½	72½	73½	73	72½	72½	73½	74½	74½
Winnipeg	85½	85½	85½	86½	85½	85½	86½	88	88½	89½
	JULY CORN.									
	June 25.	June 26.	June 27.	June 28.	June 29.	July 1.	July 2.	July 3.	July 5.	July 6.
Chicago	144½	146½	146½	148½	147½	147½	149½	149½	151½	152½
St. Louis	146½	147½	148½	149½	148½	148½	150	151½	153½	154½
Kansas City	148½	149½	149½	150½	149½	148½	149½	150½	151	151
Milwaukee	144½	146½	146½	148½	148	147½	149½	150	151½	152½

Identification of Varieties of Barley.

The methods of identifying the varieties of barley are set forth by the U. S. Dept. of Agriculture in Bulletin No. 622, from which the following is taken:

In cultivated barleys there are six variable characters which have been used in the description of varieties. These are fertility, adherence or nonadherence of the flowering glume, the character of the outer glumes, the character of terminal appendages to the lemma when present, color, and density. Of these, the adherence of the flowering glume and the character of the outer glumes have two conditions, the terminal appendages of the lemma and density have three conditions, and fertility and color have four conditions each. One division of the appendages to the lemma and one of the outer glumes have been again separated into two subdivisions: The resulting number of possible varieties is in consequence very large.

Frequently it is necessary to identify a barley from threshed kernels alone. This is not always possible, but ordinarily the chance of error is negligible, owing to the fact that only one of the series of possibilities may with any likelihood occur under a given set of conditions. The observations to be made are taken up in the order in which they occur in the key.

By means of fertility only the first three species can be identified. *Deficiens* can not be separated from *distichon* with certainty on the basis of the grain alone. It may well be ignored, however, because varieties of *deficiens* are rare. They occur naturally only in Abyssinia and Asia Minor. In the United States they are found on few of our experimental stations and are almost unknown on farms. The first determination is usually as to whether the sample is 2 rowed or 6 rowed. This can be ascertained readily by the presence or absence of the lateral kernels in the sample. If it is 2 rowed, of course there will be no lateral kernels. As shown in Plate IV, figure 1, herewith, these lateral kernels can be identified by the twisted character. On the spike their bases lie almost in the same plane as that of the central kernel. Toward the tip, however, they gradually turn inward until the planes of the furrows approach a right angle. When the kernel is laid upon the dorsal side, this twist of the furrow is quite conspicuous. The species intermedium usually can be

disregarded, because of the fact that it occurs very rarely. However, it is separated easily from *vulgare*. The lateral kernels are not only smaller than those of *vulgare*, but the tips are either rounded or (somewhat rarely) pointed, showing that neither awn nor hood had been present in the spike.

The adherence of the flowering glume is, of course, more apparent in the threshed grain than in the spike itself, as the hulled and naked barleys are most easily identified by threshing. The determination can be made, however, without injury to herbarium material, for the fine cross wrinkling never occurs on the lemmas of the naked forms, and the freedom of the glumes is itself apparent at the juncture of the lemma and palea.

The color of the grain is also as apparent in threshed material as in the spike. The determination of the awned or hooded character is next to impossible if the sample has been threshed clean. Ordinarily enough kernels still bear fragments of awns or hoods, as the case may be, to make this determination certain. If the barley has been clipped, the determination may be impossible. Naked varieties are more difficult to determine than hulled, and the identification must depend upon the fragments of awns and hoods which are likely to be present. Short, relatively thick kernels may be suspected of being the Nepal, which is the hooded, white, 6-rowed naked barley, but positive identification can not be made on this basis alone.

These characters carry the identification as far as the variety. If it is desired to determine the subvariety, it is necessary to establish the minor variations. This is not always possible, but fortunately the most common variations are the easier to determine. The more rare variations may be ignored with safety in 99 per cent of the samples. The varieties with wide outer glumes can not be separated from those with narrow glumes unless internodes from the rachis are present with the outer glumes attached. This is usually the case; but even if it were not, there is small chance of a wide-glumed variety being present.

Any difficulty encountered in the determination of color is usually confined to the separation of blue and white. As the blue color in hulled barleys is located in the aleurone layer, it is best to strip the lemmas from two or three grains, for weathering often so discolors them that it is impossible to see the blue color beneath. Purple color in these va-

rieties is found in the glumes. In naked varieties the color is more readily seen, but it is difficult of determination in immature specimens. Until well ripened, some white varieties have a greenish cast which might easily be confused with the blue. In blue barleys especially the color may be very pale.

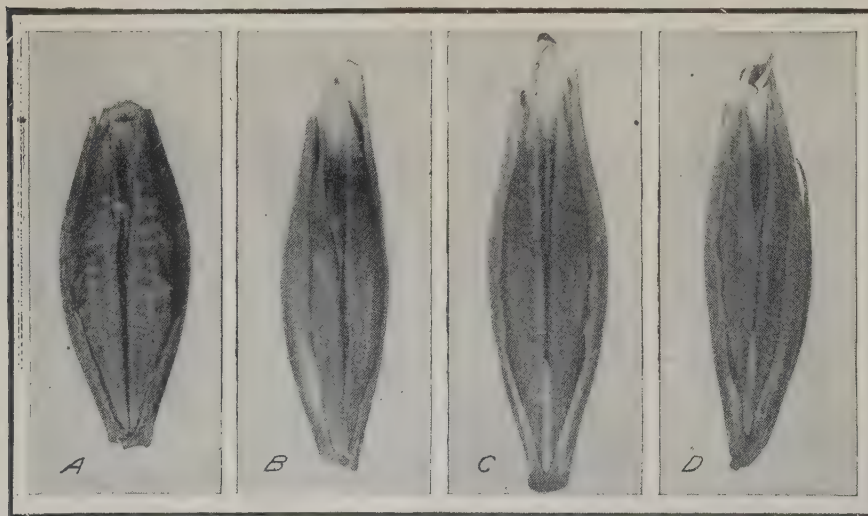
The smoothness or roughness of the awns can be told if fragments of awns persist on any of the kernels. If the lateral nerves of the lemma are very scabrous, it may be taken for granted that the awns were rough. Smooth awned varieties are so rare, however, that this may be disregarded.

Density usually can be determined from threshed specimens, altho not with absolute certainty. In extreme cases the identification is made easily. As shown in Plate IV, fig. 2, there is a transverse crease as the base of the lemma in the dense varieties. In the lax ones there is a small horseshoe-shaped depression. The dense varieties of 6-rowed barley usually have the base of the lemma elongated, especially in the lateral florets. In most varieties of intermedium this extension is characteristic of the lateral florets of lax varieties as well. In barleys with awnless lateral kernels the observation should be made upon the central kernel. In the naked varieties density can not be determined with certainty from threshed specimens.

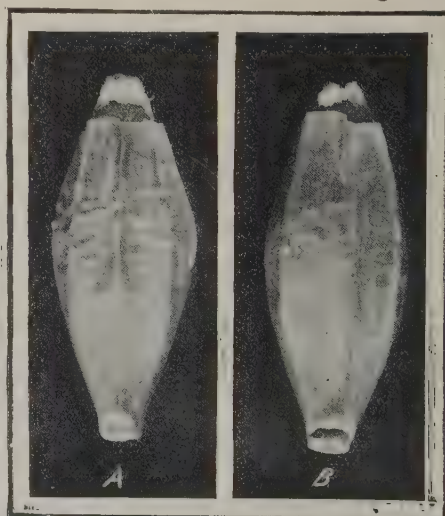
Typical spikes of the four species of cultivated barley are shown in Plate II, herewith.

KEY TO COMMERCIAL VARIETIES.

- Spikelets all fertile (6-rowed barleys).
- Lateral florets awned or hooded (sp. *vulgare*).
- Kernels hulled.
- Lemmas awned.
- Kernels white, blue, or purple (var. *pallidum*).
- Kernels white.
- Spike narrow, lax, nodding subvar. *typica*.
- Represented by the agricultural varieties Manchuria, Oderbrucker, Tennessee Winter, and white strains of Coast (Bay Brewing), etc.
- Spike wide, very dense, pyramidal, awns widely spreading subvar. *pyramidatum*.
- Represented by the agricultural varieties Winter Club (White Winter or Utah Winter), Tapps Winter, and Mariout.
- Kernels blue subvar. *coerulescens*.
- Represented by blue-gray strains of Coast and several pedigreed selections of Manchuria.
- Kernels black var. *nigrum*.



A, Two-Rowed, and B, C, and D, Six-Rowed Barleys.



A, Lax Variety, and B, Erect Variety of Barley.

Represented by the agricultural variety Gatami.
 Lemmas hooded, var. horsfordianum.
 Represented by the agricultural variety Horsford Beardless (Success Beardless).
 Kernels naked.
 Lemmas awned.
 Kernels white, blue, or purple (var. coeleste).
 Kernels white, subvar. typica.
 Represented by Jerusalem barley and other naked varieties, usually not named.
 Kernels blue, subvar. himalayense.
 Represented by the agricultural variety Himalaya Hull-less (Guy Mayle).
 Kernels purple, subvar. violaceum.
 Represented by the agricultural variety Black Hull-less.
 Lemmas hooded, var. trifurcatum.
 Represented by the agricultural variety Nepal (White Hull-less).
 Lateral florets rounded or pointed, neither awned or hooded (sp. intermedium).
 Kernels hulled.
 Lemma of central floret awned or awnless (var. haxtoni).
 Lemma of central floret awnless.
subvar. tonsum.
 Represented by the agricultural varieties Arlington Awnless, Famesh, and in the dense form by Nakano Wase.
 Central spikelets only fertile, lateral sterile or wanting (2-rowed barley).
 Lateral florets present (sp. distichon).
 Kernels hulled.
 Lemmas awned.
 Kernels white, blue, or purple (var. palmella).
 Kernels white.
 Spike narrow, lax, nodding.
subvar. nutans.
 Represented by the agricultural varieties Hanna, Hannchen, Moravian, Princess, Chevalier, etc.
 Spike wide, dense, erect.
subvar. erectum.
 Represented by the agricultural varieties Svannahs, Primus, Goldthorpe, etc.
 Kernels black, var. nigricans.
 Represented by the agricultural varieties Black Smyrna and Black Arabian.
 Kernels naked.
 Lemmas awned.
 Kernels white, var. nudum.
 Represented by the agricultural variety McEwans, etc.

Work of the Forage Division of the Quartermaster's Corps.

[From an address by Geo. S. Bridge before the National Hay Association.]

It affords me great pleasure to be able to tell you something of what the Forage Branch of the Fuel and Forage Division of the Quartermaster Corps is doing, also to tell you what we think you can do to assist us in furnishing the enormous quantities of forage required for our Army. I am glad to have this opportunity to express to the members of this organization the appreciation that I feel for the help that has been rendered to us by your officers. I am proud to be a member of an organization which is trying to do so much for its country.

Prior to the time when the Forage Branch was organized the Government had purchased practically one kind of hay and one kind of oats; today we are purchasing all kinds, and in most instances several grades of each kind. That is, we have broadened our specifications so as to take forage from all sections of the country, endeavoring to supply the camps with forage grown, to as great an extent as possible, in the immediate vicinity of the camps, thereby saving transportation.

When I assumed the duties of Chief of Forage Branch, it was with the understanding that the business should be operated in accordance with the plans that had been formulated, that is, that ample storage should be supplied at all camps, that we should arrive at some plan of paying cash for our requirements, that everything should be purchased on grade and that competent inspectors should be installed at all camps, ports of embarkation and recompressing plants. This has been no small task, but I am pleased to say that today we are in a position to pay your drafts on presentation, we have competent inspectors at most of the camps and in a short time hope to have them at all of the camps; large warehouses have been erected at practically all of the camps and those warehouses, together with ones now under construction, when completed, will furnish ample storage facilities for both hay and grain; the same is true of ports of embarkation.

No one realizes more fully than I do the fact that there were delays shortly after the opening of this office in the making of payments. The Government had never done business on the present basis; we had to form an entirely new organization, which required time; many little annoyances have arisen, due to this condi-

tion and the rapid increase in business, and you have been patient and you have co-operated with us, which we fully appreciate. It is the aim of the Forage Branch to do everything in keeping with good business principle.

When you realize that our daily requirements of forage are more than that of a dozen of our largest cities; that we are purchasing forage from the Great Lakes to the Gulf and from the Atlantic to the Pacific, to supply not only our more than a hundred and fifty camps and posts at home, but also for our possessions in the far East and for our Armies overseas, you will understand that it was no small task to form this organization and weld it into an efficient and economical operating machine. This we have done. We are purchasing, looking after the transporting, storing, inspecting and accounting of forage at a minimum expense.

I have said to you, and truthfully, that you have done much; you have been lenient and you have helped us along, but there is far more that you can do; that is my reason for being here today—to tell you what you can do to render us still greater assistance.

This war will be won by men and money, and we must all work with that one end in view. By utilizing our man power to its fullest extent, both at home and abroad, victory is brought nearer, the end of the war is hastened.

The railroad companies are taxed to their utmost. Never before in the history of this country have they handled such a volume of freight. Therefore, every shipper should see that not a pound of forage leaves the farm that is not feedable; no freight should be offered to the railroad companies that is not essential, and every car should be loaded to at least its minimum capacity.

To purchasers of hay I say that you should unload your cars with minimum delay. During the past year the railroad companies have used their embargo privileges very freely, which tends to unsettle market conditions. I realize this is a very difficult problem to solve, but shippers and commission merchants should co-operate to the fullest extent, to prevent so far as possible the necessity of the railroad companies taking such action.

In supplying hay to the Government you should be even more careful in your grading to see that it is strictly in accordance with contract, than you would be in sending it to terminal markets. If cars are not furnished you promptly for Government loading, you should advise the office of the Forage Branch immediately,



Typical Spikes of the Four Species of Cultivated Barley.
 A, *Hordeum vulgare*; B, *Hordeum intermedium*; C, *Hordeum distichon*; D, *Hordeum deficiens*.

so that they may be secured for you without delay and a steady flow of forage to the various camps kept up, thereby doing away with possible congestion.

It is your duty to see that the Army is supplied with forage. We are depending on you. Uncle Sam is your best customer; see to it that he gets what he wants and when he wants it.

You must gather these supplies from the producer and you should submit your offers to the Forage Branch regularly, whether they be for one or one hundred cars, and if quality, location and price are satisfactory, purchases will be made.

The Quartermaster General's Office furnishes the specifications as to what shall be purchased, and it is the duty of the Forage Branch to make purchases in accordance therewith and to see that the deliveries are in accordance with the purchases. This is where we can utilize the services of a number of members of this organization;—this is where I have some criticism to make,—you have not been as free in offering your services to the Government in this regard as you should have been.

I realize that it is not an easy matter to shape one's affairs so as to enter the Army, leaving your business, your home, all your interests, but it is from your ranks that we must seek recruits for our inspection force, as many of the men who are inspecting and superintending the handling of forage at the camps at the present time are young men who are eager for active service at the front. Many firms represented here can spare one member of their organization for this duty. Men between 40 and 60 years of age can perform this duty just as well and possibly better than the younger men.

It is the duty of those who remain at home to see that the boys are supplied with everything they need. If you are not doing something useful, something to help win this war, get in line and do your bit. There will be only two classes in this country, and the lines of demarkation are fast forming—those who stayed and those who went. Don't be a "Stayer."

We have over a million men on the front line today and by the end of the year we may have over two million there. Consider what this means in the line of production, of ships, cars, munitions of war, food, clothing, all sorts of equipment, straw for bedding for the men besides hundreds of thousands of horses and the forage required for them.

PRICES for black harness leather have been fixed by the War Industries Board, ranging from 66 to 70 cents.

H. A. Butler Changes from Milling to Grain.

One of the new recruits in the grain business is H. A. Butler, whose portrait is given herewith. Already he knows the wheat business, having been for ten years sales manager of the Crete Mills at Crete, Neb., and manager of the mill at Curtis. On June 1 he resigned to take charge of the consignment department of the Dawson Grain Co., at Omaha.



H. A. Butler, Omaha, Neb.

Fire Quickly Destroys Corn Elevator.

The photograph which is reproduced herewith shows the burning elevator and corn cribs of the Farmers Grain Co., at Dalton City, Ill., which were destroyed by fire recently.

The plant consisted of a small frame elevator or handling house, two corn cribs, a small frame dust house and a cement block power house. The latter can be seen quite plainly in the photograph.

Each of the corn cribs was 110 feet by 24 feet, 26 feet high, and they were set a short distance apart, with the elevator between them. The dust house was located about 8 feet from the elevator, and only about 4 or 5 feet from the wooden approach to the driveway. The dust house was fitted with a roof ventilator.

While the cause of the fire is not definitely known it is said that a few bushels of cobs had been burned about 60 feet from the frame dust house a few hours before the fire was discovered, and it is believed to be probable that a spark from this fire alighted on dust accumulated on the roof of the dust house and there smoldered for several hours before it burst into flames. This is supported by the belief that the fire originated in or on the roof of the dust house; but it may be that a spark gained entrance thru an opening in the ventilator and started the fire inside the house, from which point it continued until it broke thru at the roof.

From the dust house the fire was communicated to the frame elevator, and thence to each of the two corn cribs. The cribs were well filled with ear corn and this material burned fiercely. The elevator and cribs are said to have been wholly destroyed in about 2 hours, and by that time the ear corn was burning; and because of the intense heat and the lack of fire fighting equipment it was impossible to save any of the grain, even that which fell from the crib being destroyed.

It is said that the machinery of the plant had not been operated for some time, thus eliminating the probability that it may have been due to an over-heated bearing; and that the blaze could hardly have been caused by a locomotive spark as it would have been necessary for a spark from a passing engine to have gone over the elevator or against the wind to have reached the point where the fire was first noticed.

One of the interesting things about this fire is in connection with the short period of time which is said to have

elapsed between the time when the buildings first became a mass of flames and the time when the grain was wholly burned. Of course it is not a new fact to grain handlers that ear corn makes an excellent fuel, but to have the matter brought to attention in this manner serves as a reminder that this grain must have protection against fire in every case where it is possible to achieve that end. Usually when an elevator filled with grain other than ear corn is burned the contents will smoulder for many hours after the building is in ruins, but in the case of ear corn this does not hold true. The reason for this is seen in the fact that other grains lie closely together and do not provide the fire with sufficient air to permit it to burn rapidly, while in the case of ear corn it may be said that not only is the required amount of oxygen provided by the many air spaces between the ears, but that these actually serve as passages thru which additional air may reach the blaze as rapidly as it is required in combustion.

The Increased Freight Rates.

As an illustration of the advance on other grains to a par with the advanced wheat rates Lamson Bros. & Co., in a recent cautionary letter to shippers give the following:

A point in Iowa now having a rate of 14c per hundred on wheat to Chicago and 12c on other grains will have a rate of 17½ cents on all grains when the new tariff is established. In this instance, you will note that the advance on coarse grains is a little more than 45 per cent and it is most important that all shippers understand at once just what the advance is to mean at their particular station.

The Government railroad officials are now giving consideration to a division of the new thru rates from points in Illinois and Indiana. While this division of the advance is pending you could use your old wheat rate (advanced 25%) as a maximum rate for all grains, as the final rate established for that part of the thru haul will undoubtedly be less.

From the principal primary markets the new grain rates are as follows, in cents per 100 lbs.:

From—	Domestic. To				
	Boston.	New York.	Philadelphia.	Baltimore.	New Orleans.
Kansas City)...	41½	39½	37½	36½	25
Omaha )...	...	...	...	...	26½
St. Louis)...	30	28	26	25	22½
Chicago)...	26½	24½	22½	21½	...
Minneapolis)...	*39	*37	*35	*34	...
Duluth)...	†37½	†35½	†33½	†32½	...
Export.					
Kansas City)...	38	37	36½	35	25
Omaha )...	...	...	...	...	36½
St. Louis)...	26½	26½	25½	25	22½
Chicago)...	23	23	22	21½	...
Minneapolis)...	*35½	*35½	34½	33½	...
Duluth)...	†34	34	33	32½	...

*Via Chicago. †Via Canadian Pacific.



Burning of Elevator and Cribs at Dalton City, Ill.

Ohio Association's Annual Bubbles Over with Patriotism

The 39th annual meeting of the Ohio Grain Dealers Ass'n brought out a larger number of shippers than for years, and at every business session close attention was given to the proceedings.

Uncle Joe McCord had provided sheets, bearing all the popular patriotic airs, and with Fred Mayer as chorister and Will Cummings at the piano, the proceedings were interspersed at frequent intervals with patriotic airs in which all were glad to join. The enthusiasm and vim with which the dealers assisted in the singing proved them to be earnest loyalists.

Shortly after 10 Wednesday morning Pres. Earl C. Bear of Hicksville called the dealers to order and asked for the invocation, following which Fred Mayer of Toledo led the assembly in singing the Star Spangled Banner, and then Fred. welcomed the dealers to help celebrate the 39th birthday of the oldest grain dealers association in existence.

Pres. Bear read his annual address from which we take the following:

President Bear's Annual Address.

The members of the Ohio Grain Dealers' Ass'n are to be congratulated, at this their thirty-ninth annual convention, for having safely reached another milestone. Thirty-nine years is a long time, as time is usually considered by man, and the history of this organization from its beginning to the present hour records much in the way of noble achievement, honest endeavor to deal fairly and honestly by all, be it members, railroads, grain exchanges, other organizations, Government officials, millers, producers or consumers. No attempt to violate the laws of the State or Nation has ever been made; thus with a clean record the Ohio Grain Dealers' Ass'n can justly and rightfully claim the enviable respect and confidence it now enjoys, which are the fruits from the observance of that best rule of all rules, "Do ye unto others as you would have them do unto you."

The grain dealers of the Nation through their organizations were among the first to offer their facilities to the Government, and likewise among the first to feel the iron hand of Government control and regulation. Evidently it was not the purpose of the Government officials to acquire the fruits of earnest and painstaking years of toil without suitable compensation, but unfortunately this has been the result of the Government's control of many of those engaged in handling grain from the producer to the consumer.

But we are not here to complain except to point out where injustice has been wrought and aid in suggesting methods, etc., that will serve the purpose of the Government and at the same time protect the interest of our members. There is a vast difference between profit and profiteering, the former is necessary and desirable, the latter is to be condemned. If the grain elevators located in Ohio are to be continued in their present capacity as necessary and useful agencies for the storage, cleaning and handling of the Nation's food stuffs, it is high time that proper attention be given their interests by all those having authority over them.

The United States Grain Standards Act has been in force nearly eighteen months. The Country Shippers welcomed this law as they thought the long desired "uniformity in the inspection and grading of grain" would be a reality. But this has been a sad disappointment and most of the country shippers and others, now believe that actual Government Inspection of Grain is the only remedy; the only means by which grain will be graded according to the standards enacted by law.

When we remember that the inspectors are not servants of the Government, but of the exchanges and other like organizations; that their compensation is fixed by the said exchanges or organizations, and remembering that "Unto the master is the servant bound," we do not wonder that

supervision has not been sufficient to bring about uniformity of inspection.

Grain will never be properly graded until it is properly sampled, and it is evident to all, that in this there has been a willful lack of care. If it is necessary for the receivers to employ private samplers, as many of them do, why should not the shippers be protected by a stricter supervision?

Of all the pernicious practices of the inspection departments which has resulted in loss and grave injustice to the shippers of the country there have been none to equal the so-called "Too full for inspection."

How inconsistent to require the shipper to load a car to its capacity, to charge him for the inspection service, then take snap judgment thereby fixing the value of his property subject only to the objections of the buyer, if by chance said buyer has not already been given the benefit of the doubt.

The transportation problem for many years has been the shippers' nightmare but the past year has tried the strongest hearts, and to-day, notwithstanding Government control of the railroads of the country, we are face to face with a crisis never before experienced.

Mother Nature has been kind and has given us a bountiful harvest, also a promise for a crop of corn, the king of all crops, all of which are to be gathered, stored and transported.

U. S. Mail: For many decades the service rendered by the U. S. Government mails was the pride and boast of the citizenship. During the past few years the service rendered has been deplorable and is apparently growing less efficient, while the Postmaster General has been boasting of the few millions saved the Government in the cost of operation, but this has been done at a frightful cost to the business of the country of which the grain trade has had a full share. Therefore we trust the resolution committee will not fail to record a protest and urge a more efficient service.

Telegraph: So much depends upon the telegraph that for years the grain dealers have resolutely, protested and pleaded but apparently all in vain. Recent exposures confirm our belief that if we are to have an honest, faithful service from the Telegraph Companies, it will only be had when "Uncle Sam" takes them unto himself.

While we are battle scarred from the conflict we have been waging in order to make a living from a business entangled, controlled, surrounded, gassed, partly confiscated and given over to our friends, the millers; yet we have not lost courage for a ray of hope shineth and with the new wheat grades soon to be made effective, better supervision of the inspecting and sampling; an impartial and better distribution of railroad equipment, we have the courage and faith to continue our efforts and play our part.

We are aware of the great service rendered by Mr. Hoover and are glad that the grain dealers of the land did not fail to cooperate with him and make possible the feeding of the allied armies, and many men, women and children throughout the world now dependent upon America for food.

It is very gratifying to note that the Government at Washington is reaching out and enlisting the services of great men who are especially skilled in certain lines. All this means business efficiency and from such, much will result towards that desired end—winning—the war. Master minds of the grain trade have been enlisted all of which we desire to commend. It is our earnest hope that the various departments of government keep in mind the fact that they are representatives of all the people; that extreme care be taken that the burdens of the war be not unequally imposed; that our established republic form of government be preserved and kept, worth fighting for, yea! worth dying for.

Increased Margins. I am particularly interested in emphasizing the need of an increased margin to the country shippers. The advanced cost of doing business has not slighted the grain dealers and there never was a time when each individual should strive more for efficiency, should

adopt up-to-date methods in accounting; should give more personal care and attention to the grading of grain as it comes from the farmer's wagon; should be more zealous in the care and up-keep of his elevator property; and especially the grain (our soldiers' food) that he has in his possession. Insist that you be given good cars in which to ship your grain, but make sure your part in co-operating same; cleaning and proper classifying the grain intended for shipment.

Let it not be said of the country shippers that they are careless and indifferent, but let us specialize, be worthy of our hire and respected as merchants.

It seems to me to be of paramount importance that every Ohio shipper should be a member of the State Ass'n and affiliated to the Grain Dealers' National Ass'n. By your organizations you can speak effectively to "The Powers that Be."

I would also remind you of the great service given us by the grain trade journals. We should support them. All can be subscribers, and many can make use of their advertising pages.

I am sure you join me in a word of appreciation for the invaluable service rendered you by your own, The Ohio Grain Dealers' Mutual Fire Insurance Ass'n; also the Grain Dealers' National Fire Ins. Co. of Indianapolis.

Careless Contracts: Having had the honor and privilege of serving a term as a member of one of the committees on arbitration of the Grain Dealers' National Ass'n I am distressed to report to you that a very great per cent of the controversies between dealers results from the lack of ordinary care in making and confirming contracts; also the seemingly lack of knowledge of the Trade Rules, which, by the way, are the laws largely governing the transaction of business between our members. This matter has been brought to your attention many times and I hesitate to mention it now, but I am very anxious that every dealer familiarize himself with the trade rules, then draw his contracts in conformity therewith.

Uncle Joe: Someone has said "He that serves, is greatest among you," and admitting the truth of that saying we can understand why we are unable to find words that will properly express our appreciation and love for the one who has served us so faithfully, so efficiently, so zealously, our own respected and renowned Uncle Joe McCord.

One by one he has seen his friends and co-workers cross the Great Divide, and the past year has taken from him some of his ardent and helpful supporters, but he goes cheerfully on doing his "bit" for this, that and the other, not mindful of his own interest but always serving. Surely he is one of God's noblemen and it's our prayer that all that's worth having in life be granted him, and Heaven at last.

Owing to a severe break in health I have been obliged to neglect the duties pertaining to the work of the office to which you so kindly honored me. But this work was cared for by Uncle Joe, and your esteemed vice-president, C. M. Eikenberry, to whom I owe a debt of gratitude. The details of what has been accomplished by your Association I am going to let them relate. Suffice for me to say that the past year has been one of many changes in membership, and otherwise, and while the work sometimes grew burdensome, yet the ties of friendship have been drawn closer and life made more sweeter for our labors together.

The grain business is peculiar in that it takes the other fellow's unwritten word, often involving thousands of dollars. By such confidence imposed and the respect gained from a repetition of the same from year to year it accounts in a measure for the faith we have in each other. If my membership in the grain organizations has been of no other value I am frank to say that what I have gained from the association by the priceless treasure of true and lasting friends, is worth twenty-fold more to me than all the time and money spent for such a privilege.

A rising vote of thanks was tendered Pres. Bear for his able address and all sang "Over There" with spirit.

Sec'y J. W. McCord of Columbus spoke with much feeling of the kindly reference to his service to the trade and assured the dealers that he hoped to serve them in some capacity so long as he remained with them. His annual report follows:

Report of Secretary-Treasurer.

In my report made one year since at our 35th Annual Meeting, I made reference to the abnormal burdens imposed on our business caused by World War conditions. These burdens have greatly increased and have become more intensified during the past year.

The grain trade has been subjected to the most rigid requirements and exactions along with similar regulations in other branches of commercial activity. The trade has responded willingly and patriotically to every demand made on it, with the greatest degree of loyal support of the powers that be.

New problems with all their varying complex conditions and requirements are now the rule; we have not faltered or wavered under the burden; our one purpose is the Winning of the War.

We are confronted with so much that is new in our business relations with existing and proposed tentative conditions and changes, that we are in an almost chaotic state; but we have the faith that will enable us to overcome every obstacle with honor, integrity and patriotism and thereby contribute our full share in support of every demand made upon us.

This stress has brought with it increased work and duty for your humble servant, intensified by the loss from our service during the year of my able assistant Mr. N. D. Carter.

Notwithstanding all the increased demands on the office, we have been able to discharge the duties involved and we today find our work well in hand, and our membership, which has been considerably increased, active and progressive, ever ready to respond to the call for active service in the work of the Ass'n.

I will not attempt a recital of the details of the work performed thru the office. We have taken active part in every important matter that has been before the trade. We are under many obligations to Messrs. E. C. Eikenberry, Henry L. Goemann, C. M. Eikenberry, Charles Quinn, and our worthy President, Mr. Bear, for their valuable services in representing the Ass'n at different meetings and in Committee work. Many others of our membership have also been actively responsive in our work and to all we express our sincere thanks.

One of our affiliated local ass'ns, formerly known as the Western Ohio, has recently been reorganized under the name of the "Darke and Preble County Grain Dealers Ass'n"; we are greatly indebted to Mr. E. A. Grubbs for his efforts in bringing about this accomplishment which has materially strengthened our resources by adding 14 new members and reinstating 7 members who were long since in arrears for dues. If several missionary grain dealers located in other districts of the State where local organizations have once thrived, but have fallen by the wayside, would emulate the example of Mr. Grubbs and those who so ably assisted him in his work, we would return to the old status of handling grain on a reasonable margin and in a businesslike manner in those localities where the chief end is sacrifice of fair profits for volume of business, regardless of grades and quality.

FINANCIAL STATEMENT.

June 26, 1917—Cash on hand at close of the Fiscal Year 1916-1917.....\$ 69.91

RECEIPTS.

Year ending June 24, 1918.
298 membership dues @ \$5.00.....\$1,490.00
23 membership dues, arrs. @ \$3.00..... 69.00
1 membership dues 2-5s of year..... 2.00
1 membership dues 1/2 of year..... 1.50
Membership list 1.00

Total Receipts\$1,633.41

DISBURSEMENTS.

Secy's Salary, bal. due previous year\$ 100.00
Secy's salary, 1917-1918..... 500.00
Stenog. and Clerk..... 238.25
Printing and Stationery..... 72.20
Postage 66.00
Dues U. S. Chamb. of Com. 10.00
Telegs. and phone tolls..... 13.18
Office Rent one year..... 60.00
Arbitration Com. (2 cases) 18.00
Badges 20.00
Secy's traveling expenses... 54.98
Affiliations G. D. Nat'l Assn 325.00

Total Disbursements.....\$1,477.61

Balance on hand\$ 155.80

Pres. Bear appointed the following com'tes: Resolutions: E. C. Eikenberry, Camden; Fred Mayer, Toledo; E. T. Custenborder, Sidney; C. E. Groce, Circleville, and L. W. Dewey, Blanchester.

Nominations: J. H. Motz, Brice; H. S. Heffner, Circleville, and S. L. Rice, Metamora.

Auditing: F. J. Rinehart, Uniopolis; U. G. Furnas, St. Paris, and R. G. Calvert, Selma.

Sec'y McCord spoke with much feeling in memoriam of departed members and read the following:

IN MEMORIAM.

During the past year the Grim Reaper Death has invaded our ranks and we today mourn the departure to their final reward of the following members, who have ceased their labors, and will long be remembered by all who knew them in social and business life:

C. N. Adlard, Piqua, O. Died May 4, 1918. Aged 58 years.

E. H. Day, Caledonia, O. Died Feb. 22, 1918. A little over 80 years of age.

Thomas Morrison, Frankfort, Ind. Died March 17, 1918. Aged 65 years.

Wm. M. Mogan, Era, O. Died Dec. 8, 1917. Aged 67 years.

C. P. Bauman, Canal Winchester, O. Died March 27, 1918. Aged 53 years.

F. W. King, Lockville, O. Died Dec. 15, 1917. Aged 49 years.

Many of you who have visited the office of the Association and have enjoyed the privilege of advice and consultation in your business affairs with those able men, N. D. Carter, Chief Clerk, in charge of transportation and legal matters, and E. T. O'Kane, Chief Clerk in charge of our Insurance interests, will learn with sad hearts of the passing away of these men, both of whom were taken from us by pneumonia almost without warning.

Mr. O'Kane died March 28 and Mr. Carter died April 6, 1918.

It was our good fortune to have availed ourselves of the valuable services that these two able men performed for us. In their respective positions, they were masters of their professions and in contributing their services to our interests they had learned to know and love you. We loved them and regarded their services as almost indispensable. They were of God's noblemen.

Mr. President, I suggest that as a token of our love and respect for all these noble men, members and servants, that we rise and bow our heads in silent thought for the memory we have of them, and that this tribute to the lives of these eight men be spread on the minutes of this meeting and that the action of this body be communicated to their families.

Out of regard for members who have passed on all arose and stood with bowed heads.

O. W. Cook, Columbus, in addressing the dealers on the Prevention of Deterioration of Grain in Country Elevators said:

Prevention of Deterioration of Grain.

The paramount issue of every patriotic commercial enterprise to-day is the ideal that in the execution of its particular business it must work at a maximum efficiency strictly with the policies which will best affect the quick and successful consummation of the one big business of this country—winning the war with peace and victory. From this tenet we view with much concern the necessity of preventing the deterioration of all food products.

If it were possible for grain merchants in general to barter in products strictly staple, we are safe in assuming that many of the unpleasant things such as insomnia and that undesirable tendency of our hirsute appendages to transform to the gray would be considerably abated. In other words, our environment would soon evolve to that of a commercial utopia.

By virtue of the country elevator man's position at the incipient point of the great commercial path over which must pass the distribution of practically all food products for man and beast, he is confronted to some extent with perishable wares and gets the first unpleasant experiences they occasionally manifest. We do not need much directing to find one class of the above mentioned "wares," which has recently "touched" practically every dealer in the entire gamut of business since the beginning of its harvest last fall. Numerous pranks has King Corn played on those who during transactions covering that commodity this season have perhaps more than forfeited their profit and considerably jeopardized their reputation as well. For other reasons, then, it behooves us to look to remedial measures when unmerchantable

products are tendered the trade, especially so at this particular time.

With such premises in mind we naturally look first to the country grain merchant whose contiguity to farm products gives him the status of initial purchaser upon whom there devolves much responsibility; for his acceptance of grain, good and bad, puts farm products in a motion not to be stopped till they reach the consumer wherever he may be.

The germination, growth and maturing of farm products are wholly due to meteorological conditions which in turn frequently give damaging effects to the identical products; but these same conditions must not be wholly chargeable as deteriorating factors, for a large percentage of that condition is due to indifference and carelessness on the part of both the producer and the man to whom it is first sold. Therefore, it is the duty of all shippers to exercise to the maximum limit every legitimate, precautionary and conservative measure known to them in their purchases; for in so doing they are not only serving in the best manner the interests of their country, but are working to their personal interests as well; and thereby conserving food and precluding the possibility of much subsequent trouble and loss of money.

Every bushel of unmerchantable grain accepted at country stations has a tendency to breed carelessness on the part of the producer, and thus encourage him to attempt to deliver more of that class of merchandise. If it were in my power to cast aphorisms, my first production would surely be this:

"All unmerchantable or deteriorated food products should never be permitted to enter commercial activity."

This is the key which unlocks the receptacle in which is found the practical rules for much prevention of deterioration of grain in the country stations.

Regardless of what is the cause of deteriorated grain or that which is subject to deterioration, there is only one logical place for such stuff and that is where it is produced. The farmer's facilities for disposition of off-grade grain far exceed that of any dealer. He generally has live stock to which he can feed much of it. Besides, in proportion to the amount of bushels he has of off-grade grain and storage capacity, his advantages for handling it are far superior to that of his dealer.

A practical suggestion is found in the old adage, "An ounce of prevention is worth a pound of cure," and we conscientiously feel that the major part of the prevention of deterioration of grain at the country points is due to careful sorting and rejecting of deliveries made by the farmer patrons.

A good quality of wheat, corn or oats verges closely to staple products which if cleaned and garnered properly need not give the possessor much concern as to deterioration. However, it matters not how discreet an operator of a country elevator may be, occasionally deterioration of grain will take place when relief is contingent upon the judgment and quick effective work of the operator.

The first step after grain is received toward the prevention of deterioration should be taken by cleaning all receipts before storing or loading. Remnants of weeds and their seeds removed from newly threshed oats fairly dry will prevent staining and probably heating. Many times this cleaning process will maintain or raise the grade and it should be done as quickly as is practicable after receiving them. The same is true with wheat and corn. Ear corn should be properly sorted and stored in a repository where some degree of ventilation prevails; and if there be much altitude to the head of the elevator delivering the corn to the crib, much shelled corn will accumulate and unless it is well matured and dry this particular part of the crib will have a tendency to deteriorate.

Given propitious weather for harvesting and threshing of small grains otherwise of good quality little trouble will accrue after good cleaning and elevation takes place; but with wheat and oats coming from a crop which is totally under the average much precaution must be exercised in proportion to the exigencies and the cleaning and storage facilities which the plant will permit.

The country elevator having ample storage handicaps the smaller one, inasmuch as it affords larger facilities for the grading of grain; but on the other hand, the plant with the smaller capacity affords a pretty good excuse for not accepting grain the quality of which is questionable. There is so much difference between the local conditions which accompany elevators of different design and capacity that no general rule is applicable to prevent the deterioration of grain receipts, but tersely suggest that "discretion is the better part of valor."

In this particular crisis, the record of which will be the darkest written on the pages of the history, so far as casualties and brutality are concerned, if we are not vitally working, using every tangible means in our possession with which to avoid deterioration of food products, we are far from doing a patriotic duty which now rests heavily on the shoulders of every man in the grain business.

Let us seriously center our attention to the conservation of food products. This is in direct line with nothing more than full execution of equitable practices in the trade, and whether or not the few suggestions herewith given co-ordinate with yours, we earnestly admonish each and every member of the Ohio Grain Dealers' Ass'n to use fully every instrumentality available toward the execution of the above desired end, and by so doing, at the close of this war, it shall have been said of us that at no time during the awful tragedy has there been found in the great patriotic crucible a trace of dross emanating from a single grain man.

Pres. Bear paid a high tribute to his father-in-law, Dr. Reed, who passed away after his coming to the convention and thanked the dealers for the honors given him. He expressed regret that he could not stay for the remaining session.

With Will Cummings at the piano Fred Mayer again led in singing patriotic airs and the session adjourned.

Wednesday Afternoon Session.

The second session was called to order by Vice-Pres. C. M. Eikenberry at 2:00 p. m. After Song Leader Fred Mayer and Pianist Wm. Cummings had led the dealers in patriotic songs telegrams from Zone Manager H. D. Irwin were read.

Sec'y Chas. Quinn in addressing the dealers reviewed the work of the Food Administration and the National Ass'n. We were largely instrumental in drafting and recommending regulations to the Food Administrator which we knew would put many of our members out of business. We felt it was necessary.

Mr. Quinn praised E. C. Eikenberry highly for his splendid work in the interests of the nation and the grain trade. Under the new plan of handling wheat the maximum price for wheat and the maximum price for flour will be fixed. Trading for future delivery will not be permitted. Since the U. S. entered the war in April of last year the National Ass'n has dropped all of the routine business until we have finished with our one big problem—the war.

Pres. E. C. Eikenberry of the National Ass'n expressed delight with his return to his home ass'n to find such a splendid attendance, and reviewed the relations of the ass'n with the Food Administration. At no time in the previous history of civilization has any nation voluntarily denied itself any essential food in order that the citizens and soldiers of its allies might have 100,000,000 bus. of wheat necessary to their sustenance. This wonderful self-denial was the result of suggestion from Herbert Hoover. Our wheat bins are empty but we start on the new crop under quite different conditions than in 1917.

The Food Administration is anxious to conserve as much of the 1918 wheat crop as possible so that we can start the 1919 crop year with at least 200,000,000 bus. reserves. Then if we have a short crop next year, we will not be so hard pushed to meet the needs of our Allies as we were last year.

The grain trade has not one slacker. All are trying to do their part. At the beginning of the regulations the dealers of the Southwest were hard hit and quite bitter against the Food Administration, but I am glad to tell you that Pres. Clemmons of the Oklahoma Ass'n has been in the East since June 12 working for your interests and mine. He is with the Food Administration in its efforts to help win the war and glad to do his bit.

It is intended to relieve the trade of many irksome regulations. You will not be asked to send samples to Washington and you will be permitted to sell domestic buyers when and where you wish.

Profiteering will not be tolerated, but you will be expected to realize a liberal profit from your business.

P. G. Wood, Hilliard: Has any provision been made for the farmers storing wheat? The farmers recognize that they will lose by holding.

Chas. Quinn: I think no storage will be provided for the farmer. He is not entitled to storage.

E. C. Eikenberry: At our meeting in New York we asked a monthly storage fee for the country elevator operator of 1/15 cent per bushel on his average daily holdings and 1/20 of a cent for the terminal elevator operator.

C. E. Groce: I would like to know what you would consider a fair margin of profit for handling \$2.00 wheat?

W. W. Cummings: The reports of dealers presented at the Indianapolis convention showed that the average expense and shrinkage in handling wheat, corn and oats of the 1917 crop was .0533 cents. This included *nothing* for profit.

S. B. Swope, Amanda: I cleaned and loaded some wheat for the zone manager and was paid 6 cts. a bushel for the service. If I could buy wheat at the right grade so I would not be discounted I could afford to handle wheat for 6 cts. I remove all screenings and return them to the farmer before weighing.

J. J. Shaw: I have been docked because of moisture in my wheat shipments, yet the miller always adds moisture to his wheat before grinding it.

J. S. Harshman, Enon: I have shipped 62 lb. wheat and had it graded No. 3 on account of moisture.

C. C. Wright, Magnetic Springs: Under instructions from Mr. Irwin we shipped a car of clean wheat to the Quaker Oats Co. and it graded No. 2. From the same bin we shipped another car to another mill and it graded No. 3 with no exceptions yet we were docked 8 cts. I protested yet we have not been able to get any satisfaction.

Fred Mayer: Did you sell it as No. 2?

Mr. Wright: Yes.

Mr. Mayer: Then you were stung. The maximum discount between Nos. 2 and 3 in all markets is 3 cts.

Adjourned to Thursday morning.

Thursday Morning Session.

The third session was called to order by Vice-Pres. C. M. Eikenberry after Fred Mayer had led the assembly in singing patriotic airs.

E. H. Davis of the State Food Administrator's office commended the grain dealers for the splendid co-operation given the Food Administrator and said that few people realized fully the great sacrifices made by the grain merchants to help in getting food for our allies.

The feed dealers and consumers suffered more than was necessary because they did not understand the regulations.

It was impractical to attempt to regulate the feed business thru the mills alone. About the middle of February the wholesale jobbers margins were announced. To some these seemed extravagant. A definite ratio has been established between the price of wheat and the price of feeds. We have sought to stabilize feed prices and definite margins have been established all thru the trade. Double margins have been prohibited. Resales have also been prohibited. The excessive use of mill feeds in making proprietary feeds is also forbidden.

We will start the new crop year with a clean slate.

You as grain dealers fully appreciate that wheat must be sold on grade and something must be done to convince the farmers that they too must sell their wheat strictly on grade. The practice, all too common, of buying on the average grade discounts the efforts of the careful farmer and places a premium on careless growing.

I wish again to assure you of our deep appreciation of your assistance and co-operation. When we can be of any help to you, call on us.

Feed prices are based on the cost at the mill.

J. H. Motz, Brice: What is the difference between bran and flour middlings?



Sitting: Sec'y J. W. McCord; Pres. C. M. Eikenberry.
Standing: V-Pres. O. W. Cook and Directors Fred Mayer and E. O. Teegarden.

Recently I sold a car of wheat to a mill with the understanding that I was to have all the offal. To my surprise my wheat produced no bran. All he had for me was flour middlings. [Laughter.]

Mr. Davis: I am quite sure that farmers can not obtain flour without buying an equal amount of substitutes or signing a pledge card stating that they have substitutes of their own growing. I think there will be no change in the rules as to the use of substitutes. We are not out of the woods yet and must conserve our wheat supply to meet the increased demand from our Allies.

A motion to express to the Food Administration opposition to permitting the use of grain in the manufacture of beer so long as it was necessary to use substitutes for wheat as food was tabled.

The Governor of Ohio came in unexpectedly and appealed to the dealers to sit steady and not rock the boat until the storm has passed. Do not be misled by any peace offerings of the Germans. There is only one way to settle with a wild cat and that is to lock him up. [Cries from different sections of room "Kill him! Kill him!"]

Ohio has more enlisted men in France than any other state. The war is not entirely to be won abroad. We at home must do our part. We must stand behind our boys. We must conserve the food supply.

Do not overlook the fact that our nation is made up of immigrants from all countries. Most of them are loyal citizens. Be considerate of all of them. The disloyal ones will not exceed 1%. Leave them to me. I will take care of them.

The time has arrived when we must stop running a boarding house and build a nation.

I am pleased to tell you that in the recent Liberty Loan drive Ohio exceeded its quota and received more honor stars than any other state. [Cheers.]

C. S. Cole of the Bureau of Markets spoke to the dealers on the investigations of the Bureau into marketing grain:

Grain Marketing Investigations.

The investigator encounters two main difficulties in this endeavor to obtain information. The first relates to the data, and the second to the persons from whom data are obtained. It is no small task to procure accurate data when all sources of information are open and full co-operation is obtained. Investigations are based upon the theory that the facts are not known, and the identification of facts is sometimes as difficult as the identification of a botanical specimen.

It is also difficult to outline all the factors involved before the investigation is entered upon. It sometimes occurs that in the midst of an investigation certain factors which are essential have been omitted and the retracing of work already done is necessary.

Even after the facts have been obtained, great caution must be exercised in order to draw only such conclusions as are warranted. The temptation to obtain only those facts which will justify certain theories is always imminent, yet an investigation is convincing only in so far as all essential data are obtained; and the facts themselves speak in the conclusions which are drawn.

The enthusiasm resulting from finding new facts creates a strong desire to draw general conclusions which are not justified by the facts themselves. There is also the difficulty of keeping one's mind unbiased. Preconceived ideas are fatal to useful investigational work. The watchword should be not certain facts, but all the facts in the case.

The second main difficulty, that of obtaining facts from those who are being investigated, arises from the general aversion people have to inquiry into their business affairs. It is a normal expression of character for a man to grip the key to his vaults which hold the recorded results of his industrial endeavors.

There are, however, two kinds of investigators. One is always looking for the false and bad practices, and of course he finds them. Having found them, he is inclined to feature the bad practices without providing remedies. If left to his own devices this type of investigator dwindles into a pessimist or calamity howler.

The second kind of investigator is looking for the false and bad practices as well as the first, but he is endeavoring also to find the good which exists in the present methods as a basis for constructive suggestions and constructive work. He is just as ready to speak of "services rendered to society" as of "vicious practices of modern business."

The aversion to being investigated is intensified or moderated according to the apparent motive of the investigating agency. Satisfied that the motive for them is constructive, few business men object to investigations.

MOTIVE OF THE BUREAU.

The motive of the Bureau of Markets' investigational work is always constructive. It desires to render intelligent service and therefore anxiously seeks to arrive at a thorough, accurate understanding of marketing conditions and practices. It is serving the grain industry as a whole and seeks marketing information as it is related to the producer, the grain merchant and the consumer. It is serving no person or group of persons to the exclusion of others, and therefore requires knowledge as broad as the industry. Yet this very responsibility to the industry as a whole sometimes leads to misunderstandings. Individuals and groups of individuals desire special action. Their vision is limited to themselves and to their own field. The Bureau recognizes their claim but not to the exclusion of the claims of others who are as vitally concerned. The grain marketing investigations are new. There is a real desire to obtain facts as they exist. We claim no complete knowledge, or even approximately complete knowledge of the grain marketing field. If we knew all the facts we would draw our conclusions and further investigations would be unnecessary. No single agency is informed as to all the facts. There is apparent lack of knowledge on the part of one agency concerning the activities of other agencies in the industry. Because our knowledge is incomplete, our opinions are not set and we are unbiased.

WORK DURING THE PAST YEAR.

During the past year an intensive study has been made of the marketing of grain as carried on by the country elevators and the terminal markets. One hundred elevators were selected in Illinois and Iowa. Competent investigators were sent to obtain definite and accurate figures covering a five year period. This five year period was chosen in order that normal years as well as abnormal years might be studied. Definite figures concerning the flow of grain by months have been obtained. A study of these figures will disclose whether the great bulk of our crops moves within the narrow limits of three months or whether there is a tendency toward country storage. It should disclose whether the farmer is becoming the warehouseman of his own grain.

Figures now on hand indicate that there is a tendency toward country storage. A real tendency in this direction might have a marked effect upon seasonal price of grain. A knowledge of this tendency could be of value to the elevator man who fills his elevator at harvest time and holds for the spring rise.

Accurate figures have also been taken concerning daily prices paid to the farmer during this period. After deducting commission and freight, we will know absolutely the spread between the country station and the terminal market, and will have accurate information concerning the question of whether a very narrow or a very wide margin is taken by the country elevator.

Financial statements also have been obtained showing the cost of operation and profit and loss. These statements will disclose the average cost per bushel of handling grain and especially the relation of volume to the cost per bushel of handling.

A careful study of the relation of volume to the average cost per bushel of handling grain together with the grain yield of a locality would be of inestimable value in the establishment of new elevators. They will also show the average spread throughout the year between the country and the terminal. A study of these statements will show the results of certain types of business.

Most elevators follow the plan of selling grain by various methods, that is, on track,

to arrive, on consignment, etc. It is found, however, that certain managers adopt a single method of selling and rigidly adhere to it. For example, one manager sells only on to arrive bids, another consigns all that he buys, another hedges every bushel while another sells on track only. It will be of interest to compare the results of these fixed policies in relation to each other and their relation to the results of the policy of adhering to no particular method. We also will be able to make a comparative study of the various kinds of organization with special reference to their relative service and efficiency.

In the terminal elevators the question of marketing grain has been given special consideration. Figures running up into the hundreds of millions of bushels have been procured from terminal elevators showing the in and out grades and the changes which have taken place as to grade in the elevator itself. Not only will these figures show the value of mixing and conditioning to the elevator but should be suggestive as indicating the influence of mixing and conditioning on the value of the lower grades.

Comprehensive figures have also been obtained concerning the flow of grain. These figures relate to practically every element in the terminal market. For example, over 250,000 cars have been traced through commission houses. These records will show whether there has been unnecessary duplication of sales within the exchanges themselves and should be indicative of the relations which exist among the various factors within the market.

Financial statements have been abstracted from books of commission houses. These statements show the source of profits, whether obtained from cash grain or futures. A study has been made of the services rendered by commission houses in order to rate properly their economic value.

Some attention has been given to wire houses, the territory covered, the sources of their income, the type of business which they do, the cash grain feature which recently has been taken up, and an analysis has been made in some cases as to the occupation of wire house customers.

The organization of grain exchanges has been carefully studied, their rules and regulations and minutes have been inspected with a view of ascertaining the cause for changes in rules and for the rules themselves. This study of the evolution of the exchanges and their rules has been enlightening in showing the struggle which has gone on for supremacy within certain markets and the steps which have been taken to thwart such supremacy. Many other subjects such as pit brokers, scalping, etc., have been given attention.

A telegram to H. M. Brouse of Cincinnati from New York regarding the new regulations for the wheat trade was read.

A. B. Beverstock, Lexington, gave the dealers a guess on the new plans of handling new wheat. From his address we take the following:

The Grain Dealers' Profit on Wheat.

We are confronted with conditions that the oldest men in this business never experienced. We have no procedure to show us the mistakes or the better way. The officials in charge of the Grain Corporation are conscientious in their efforts and are doing the very best they know, but even they are willing to admit their inability to satisfy all of the factors concerned.

The wheat crop in Ohio will probably be equal to the largest ever produced, and if it is marketed in a manner that is not satisfactory to the Government and in such a way as to preclude a reasonable profit to the dealer, the innocent may suffer unjust censure and the guilty may not be apprehended until the bulk of the crop is marketed; with deterioration in quality and financial loss to the Government and grain dealers which might have been prevented. Therefore to obey the admonition of "reasoning together" is incumbent upon the Administration and the grain dealers.

I believe that every member of this Ass'n is conscientious about wanting to do all in his power for the best interest of the country, but no one is sure of the best plan to pursue. I am of the opinion that every man connected with the Grain Corporation wants to do everything in his power for the country's good, but they admit that they are feeling their way in the dark and are not sure of their tentative plan.

The miller and grain dealer are the two great auxiliaries on which the Grain Corporation must rely; to enable it to furnish bread to our soldiers abroad, our Allies who are depending upon us to produce and transport wheat and flour to their doors, and the no small task of appeasing and feeding our people at home.

Have we not some men in this organization who are resourceful enough to couch a memorial to the Grain Corporation in such language as would appeal to it that it is not taking as good care of the grain dealer as it is of the miller? Can't we ask it to reason with us along these lines and at the same time be just as patriotic, just as loyal and just as good American citizens as ever?

We are not finding fault, we are not asking for anything unreasonable, but when the millers and the farmers go in force to the Administration and united on anything that they can convince the Administration has some merit, they get it.

What could a little delegation from Cincinnati, Louisville and some other cities that started to Washington and New York last Sunday night hope to accomplish? Absolutely nothing worth mentioning.

The miller is allowed \$1.10 for handling with his machinery 264 lbs. of wheat. The grain dealer handles and stores the same 264 lbs. of wheat for about 14c gross and has no assurance whatever of a net profit such as the miller has. Competition as far as the miller is concerned is practically eliminated; competition so far as the grain man is concerned is nearly as bad as ever. I dare say that every member of this Ass'n is willing to work and dedicate his entire investment during the period of this war if he could be assured of one-half the profit guaranteed the miller, and that means taking into consideration the full value of the millers' investment and depreciation.

If the Grain Corporation therefore would go a step further and set a reasonable profit for the grain dealer there would be no kicks about moisture test, dockage or the dealer in the next town paying a higher price, and further the farmer would be better satisfied. Competition is as natural as the law of gravity. Cooperation in buying grain is only sectional and frequently short lived. If war produces unusual conditions which we are all asked patriotically to meet, why should competition not be eliminated for handling the raw material just the same as the finished product? I mean during the period of the war. Last week I was told by one of my neighbors that he had handled during the past year 60 cars of wheat, about 80,000 bus., and had not made a dollar out of it.

I therefore hope there are men in this organization resourceful enough to devise ways and means of presenting this matter to the Grain Corporation in such a forceful manner that competition during the war in buying wheat from the farmer shall be eliminated, and cooperation on

the part of every grain dealer and the Administration shall reign in its stead.

Resolutions.

C. E. Groce presented the report of the Resolutions Com'te all of which were adopted without division:

Opposed to Increase in Income and Excess Profits Taxes.

WHEREAS, our country is now at war, we favor any necessary expenditures, however large, and are willing that a reasonable part be raised by taxation, and

WHEREAS, heavy income and excess profit taxes have already been levied on the few, on the active and big business interests, and

WHEREAS, the vast majority of our people are paying practically nothing directly to the support of our government, though most of them are amply able to do so, be it

RESOLVED: that any additional revenue to be raised by taxation should be levied upon Production or Consumption or as a direct tax upon all property, both real and personal, using the records and data of the county auditors or similar officials of the different states as a basis.

That we regard it as being unwise, unfair and even dangerous to further burden active and big business.

That we believe every really patriotic citizen should want to feel and know that he is helping, personally, to pay for this war against the Beast of Berlin and the unspeakable HUN.

That we are opposed to a general stamp tax as being unnecessary and a source of constant annoyance and because the revenue thus secured can be more easily collected and paid in many other less objectionable ways. Be it further

RESOLVED: that the secretary mail copies of this resolution to each of the members of Congress from Ohio.

Increased Membership and Revenue.

WHEREAS: Present commercial and economic conditions render essential the maintenance of efficient trade associations, the duties and responsibilities of which are constantly broadening and increasing, therefore be it

RESOLVED: That it be the suggestion of this Assn. that the Governing Board be requested to consider a plan of extending the membership more generally to all branches of the trade and that they give serious consideration to an advance in annual membership dues to the end that the Secretary's office may receive a compensation more nearly in proportion to increased services demanded.

Cooperation with Grain Corporation.

WHEREAS: The Food Administration Grain Corporation has drawn the grain trade into complete cooperation in the formulation of plans for the control and distribution of the grain crops of 1918, recognizing and utilizing the experience and practical knowledge of the industry, therefore be it

RESOLVED: That we express to Julius H. Barnes and his associates our sincere expression of appreciation of the confidence displayed in the course pursued and that we pledge our continued active cooperation in such manner of conduct of our business as in their judgment will most highly promote the conduct of the war.

Protest Against Zone Postal Law.

WHEREAS: the zone postal law unfairly places a prohibitive tax on the mailing of newspapers and magazines to citizens so unfortunate as to live long distances from publication centers, and thereby will deprive them of the strongest influence making for the Americanization of the isolated citizen, be it

RESOLVED: That we protest against this law which strikes a body blow at our most far-reaching factors for Nationalism. Let us not promote sectionalism, but, thru the educating influence of our National publications strive to lead all our citizens forward to higher National ideas and ideals. Give them all the latest and best information obtainable. Be it further

RESOLVED: that we instruct the Secretary of our Association to send a copy of this resolution to each representative of Ohio in the United States Senate and House of Representatives.

Advance Price of Wheat Cent Each Fifteen Days.

WHEREAS: a fixed price for wheat during the crop year will afford no compensation to cover the cost of carrying it, including storage, interest, insurance, handling, taxes and shrinkage, and

WHEREAS, it appears that producers will all want to rush their wheat to market, filling country elevators to overflowing, and creating congestion on the railroads and in the terminal markets, be it

RESOLVED, that the price decided upon by the Food Administration should provide for an advance of not less than one cent a bushel for each period of fifteen days and further that we deem it unfair to require anybody to hold the 1918 wheat crop at a loss, simply because he is unable to sell or ship it.

Regulations for the Oats Trade.

WHEREAS, The present oat crop condition gives promise of large production, the harvest of which will begin within the next thirty and sixty days and the early marketing of same will undoubtedly exceed in quantity the requirement of consumptive demands,

RESOLVED, That it is the opinion of the officers and directors of this Assn. that the Food Administration should waive all regulations and restrictions applying to the grain trade in the buying and selling of the new crop of oats and that in order to maintain normal market values consistent with the actual supply and demand that the speculative holding of cash oats and future contracts of same be permitted and that the surplus stocks thus accumulated will be sufficiently large to encourage the

Part of Pickaway County's Delegation.



Front row, left to right: H. S. Heffner, A. M. Daugherty, W. S. Heffner, J. H. Sark, E. O. Teegarden.
Rear row, left to right: R. D. Teegarden, J. W. Teegarden, Geo. L. Miller, E. J. Rife, H. W. Heffner, C. K. Hunsicker, J. M. Graham.

short seller to enter the market to such an extent as to maintain a well-balanced and reasonable price condition without the necessity of any regulations and restrictions by the Food Administration.

WHEREAS, A contract of sale of the actual grain for deferred shipment or delivery, against a contract of purchase of the same grain is the only absolute hedge, and owing to the transportation and other extraordinary condition a sixty days' limitation of all contracts does not give mills and consumers a definite source of supply,

RESOLVED, That cash grain dealers be permitted to make contracts for actual delivery and shipment and to hold an equal amount of the actual grain in store against sales for any period within the crop year.

WHEREAS, Under the Food Administration regulations the speculative transactions are limited to 200,000 bus., such speculative transactions as we understand refer to futures only.

RESOLVED, That it is our opinion that if such a restriction is deemed necessary that the handlers and distributors of cash oats should be permitted to carry 200,000 bus. or such other limit as to quantity of cash oats the same as is permitted under the regulations in futures.

WHEREAS, Under the Food Administration regulations the contract sales of cash oats can be made for a term of sixty days or less while under grain exchange regulations the future hedging sale of same can be contracted for ninety days or less.

RESOLVED, That it is our opinion that if such restrictions are deemed necessary that the contract sales of cash oats should be permitted for ninety days or less to correspond with the terms permitted under grain exchange rules in future sales for hedging, and, further that the sale of cash oats against stocks of oats held in elevators by the owners should be permitted as a hedge against such stocks and that country shippers should not be compelled to sell futures as a hedge against stocks of oats which they hold for commercial distribution and shipment to regular trade and be required to pay the expense of commission on such future transactions when they hold the grain in store in their own elevators to fill such contracts.

RESOLVED, That the secretary of this Ass'n is hereby instructed to forward a copy of this resolution to the Food Administration for their consideration, therefore, be it

RESOLVED, That we approve the suggestions contained in the above resolutions and instruct our secretary to transmit a copy of the resolutions and a record of this approval to the Food Administration for consideration.

Stack Wheat.

WHEREAS: the necessity of conserving the foodstuffs of the nation makes it imperative that none of the present crop of wheat be wasted because of a possible wet harvest, be it

RESOLVED, that we urge Mr. Fred C. Croxton, State Food Administrator for the State of Ohio, that he recommend to the Farmers of the State that they stack their grain.

Scoopers Not Licensed.

WHEREAS, The Food Administration Grain Corporation requires that all handlers of grain secure license under the terms of which they are permitted to operate and to render certain reports covering their operations, therefore be it

RESOLVED, That individuals, firms or corporations not equipped with grain handling facilities, office and scales and seeking to operate in communities equipped with grain handling facilities shall not be considered to be grain dealers and shall be refused a license.

Loyalty to Government.

WHEREAS, Our nation is now involved in the most desperate war ever known, and, whereas thousands of our best young men are called to the front in defense of American principles, be it therefore

RESOLVED by this convention, that we heartily endorse our government in the prosecution of the war to a victorious end, and that we hereby pledge anew our heartiest support and cooperation to all Departments of the Government.

The demands of the time require that the grain trade be regulated. No other line of trade has suffered the hardships of regulation and reports that we have. Each new day has brought us new regulations and new business conditions. As the last speaker put it, all of us have been kept guessing.

Fred C. Pond, sec'y of the Buffalo Corn Exchange, expressed his appreciation of the discussion of the making of reports to the Government and of the regulations.

I believe that the terminal elevator facilities are to be given a larger part in the handling of the new crop and we expect that Buffalo's 26 elevators having an approximate capacity of 28,000,000 bus. will be a large factor in expediting the forwarding of the new crop.

U. G. Furnas of the Auditing Com'te reported the books and accounts of the Ass'n correct as reported by Sec'y-Treas. McCord.

J. H. Motz of Nominating Com'te reported:

For Pres. C. M. Eikenberry, Hamilton; Vice-Pres. O. W. Cook, Columbus; Sec'y-Treas. J. W. McCord, Columbus.

Governing Board members at large, Fred Mayer, Toledo; F. J. Rinehart, Unionopolis, and E. O. Teegarden, Duval.

All were elected.

Adjourned *sine die*.

Cedar Point Dips.

From Erie, Pa., came Maurice Dryfoose.

From Cleveland came H. M. Strauss, and C. G. Robinson of Union Elvtr. Co.

Pencils were distributed with the compliments of The Brouse-Skidmore Grain Co.

Pittsburgh sent J. A. A. Geidel of Geidel & Leubin and R. A. Sheets of R. S. McCague, Ltd.

Cincinnati sent H. M. Brouse of Brouse-Skidmore Grain Co., W. A. Daniel and L. McGloughlin.

Columbus was represented by D. J. Allen, A. H. Cratty, O. W. Cook, W. S. Cook, C. O. Garver, R. E. Hedge and Frank Tanner.

Many enjoyed the bathing, and some of the men are said to have strained their eyes looking at the beautiful bathing suits of brilliant hues.

C. O. Garver, agent of the mutual fire insurance companies, looked after the registration and distributed the red, white and blue identification badges.

H. G. Dehring of Curtice is out of the grain business for the time being, but he could not miss a chance to visit with his old time friends in the trade.

Wednesday evening everyone celebrated the return of the Ass'n to Cedar Point and enjoyed the hospitality of The Breakers at the large dancing pavilion.

Earl E. McConnell of the McConnell Grain Corporation kept open house right next door to the convention hall and distributed punch, cigars, carnations, souvenir books of Buffalo and good cheer. At dinner he entertained a company of shippers.

Buffalo was represented by S. M. Ratcliffe, Earl E. McConnell; T. H. Jenkins of Smith & Jenkins; F. H. Potter, C. A. Bartow and F. J. Schonhart of Electric Grain Elvtr. Co.; J. G. McKillen of Dudley M. Irwin; Mr. Ward, and Fred E. Pond, Sec'y Corn Exchange.

Supply men present included Wm. P. White of Fairbanks Morse & Co., J. E. Gambrell of S. Howes Co., A. S. Garman of Huntley Mfg. Co., Bert Eesley of Invincible Grain Cleaner Co., O. W. Randolph of Randolph Drier Co., and H. E. Broome of Richardson Scale Co.

The ladies are always glad when the Ass'n holds its annual at the restful resort. Among those in attendance were Mesdames J. Hahn, H. F. Anps, S. M. Ratcliffe, R. Patten, J. W. McCord, Fred Mayer, C. E. Groce, E. A. Grubbs, J. W.

Channel, J. V. Dirk, A. T. Ward, Harshman, E. E. McConnell and L. B. Chase.

Toledo was represented by W. H. Annin and A. Guiteau, reprotg. W. H. Morehouse & Co.; P. M. Barnes of Young Grain Co.; R. S. Burge of S. W. Flower & Co.; Fred Mayer and W. W. Cummings of J. F. Zahm & Co.; A. T. Ducia; G. R. Forrester, Lester Howard, K. D. Keilholtz of Southworth & Co.; Geo. A. Kregloh of Toledo Field Seed Co.; J. S. Marks; Jno. Wickenheiser and C. E. Patterson of John Wickenheiser & Co., and L. J. Ulrich of Lamson Bros. & Co.

Among the Ohio shippers in attendance were H. F. Anps, Hamler; P. M. Ashbrook, Alexandria; Earl C. Bear, Hicksville; N. G. Bennett, McComb; R. G. Calvert, Selma; J. W. and Wm. Channel, Melvin; L. B. Chase, Mansfield; O. M. Clark, Cable; D. Gwynn Coyner, Lyndon; C. M. Crum, Lodi; E. T. Custenborder, Sidney; L. W. Dewey, Blanchester; John DeWine, Yellow Springs; E. T. Dickey, Jewell; J. V. Dirk, Weston; A. M. Daugherty, Derby; C. M. Duncan, St. Paris.

G. A. Eager, Hicksville; C. M. Eikenberry, Hamilton; E. C. Eikenberry, Camden; U. G. Furnas, St. Paris; S. L. Gault, Lodi; R. G. George, Jamestown; W. H. Getrost, Hicksville; A. H. Good, Jenera; L. R. Good, Bloomdale; R. W. Graham, Liberty Center; Col. Grace, Circleville; E. A. Grubbs, Greenville; John Hahn, Hamler; M. Hammond, McComb; J. S. Harshman, Enon; H. W. and W. F. Heffner, Circleville; C. A. and L. E. Hiegel, Leipsic; C. K. Hunsicker, Williamsport; D. R. Kline, Wauseon; C. Koch, Hicksville.

O. G. Lang, Delphos; H. A. Lutz, Elida; Grant McMorran, St. Paris; Mead Woodward, Norwalk; Geo. L. Miller, Williamsport; J. W. Moser, Rockford; J. H. Motz, Brice; R. Patten, Springfield; W. H. Perry, Richwood; C. W. Pontius, Lewisburg.

T. P. Riddle, Lima; E. J. Rife, Circleville; A. Ringlein, Hamler; D. R. Risser, Vaughnsville; O. C. Robinson, Deshler; J. A. Rupp, Elmira; J. H. Sark, Ashville; J. B. Seymour, Kenton; L. G. Shanely, Pemberton; J. J. Shaw, Lancaster; Chas. Shuler, McComb; J. E. Strader, Circleville; R. D. Stryker, Huron; S. B. Swope, Amanda.

E. O. and J. W. Teegarden, Duval; R. E. Teegarden, McComb; Eugene Tinker, Williamsport; O. L. Todd, Shawtown; B. F. Turner, Avery; W. E. Tuttle, Springfield; A. T. Ward, Fostoria; Geo. White, Gallion; F. E. Whitker, Bowling Green; F. J. Wood, London; P. G. Wood, Hilliard; C. C. Wright, Magnetic Springs.

Co-Operative Ass'ns and Revenue Law.

The Commissioner of Internal Revenue, Washington, D. C., recently issued the following ruling holding that co-operative ass'ns are subject to the income tax laws:

"Cooperative societies, ass'ns, or corporations which make a periodical refund—sometimes called a dividend—to members or to prospective members or to patrons generally, in proportion to the purchases made by the recipient, are not within any of the exceptions or exemptions of the Act of Sept. 8, 1916, as amended by the Act of Oct. 3, 1917, and are subject to its provisions.

"Where such refund payments are made in accordance with by-laws or published rules regularly adhered to, they are to be regarded as discounts or rebates tending to reduce the taxable net income of the organization. Like discounts generally, they should appear as an added item of cost in the detailed schedule of cost items submitted with the organization's return of income.

"This ruling is in accordance with settled practice in the administration of the income tax laws, adopted because the real purpose of such organizations is to furnish goods at cost.

"So-called 'dividends' of this character are wholly different from ordinary dividends based on stock holdings and they need not be listed as income by the recipient. However, if the recipient is claiming the right to deduct as business expenses any expenditure on which the refund is based in whole or in part, the sum claimed as a deduction must be reduced in proportion to the refund received.

Change in Elevator Agreement for New Crop.

In a circular letter sent to the operators of country elevators July 8 the Food Administration Grain Corporation gives notice that the elevator agreement will be canceled Aug. 5. "The rights and obligations, if any, of the parties to said agreement shall then be ascertained and determined."

The circular contains a clause whereby those signing the circular give the Grain Corporation permission to restore the storage charge and shipment control at any time on 30 days' written notice, and to extend the price protection guaranty to the signers.

Those who fail to sign the release will have the agreement canceled. Those who do sign are not given any assurance that the agreement will be renewed, as it will be optional with the Grain Corporation to extend the guaranty; in fact, the signers to the new revocation are promised nothing. Altho promising nothing the Grain Corporation still has a string tied to the operation of the elevators. The circular follows, in full:

July 8, 1918.

Dear Sirs:—

Under the proposed plan of operations of Food Administration Grain Corporation for the coming year, it is necessary to obtain your consent to a modification of the agreement 548 (B), between you and the Food Administration Grain Corporation, or in case you do not consent to the modification to give you notice of its termination.

The modification suggested is: That clause "B" of Article "First," reading as follows:

"The Proprietor grants unto the Grain Corporation the right to direct the shipment and delivery of all or any part of such stocks of wheat as may at the time of such directions be in the elevator, and the Proprietor agrees to abide by and per-

form such direction, and the Grain Corporation agrees to adjust freight and prices so that the net returns to the Proprietor F. O. B. the elevator shall be the same as if shipped to the Grain Corporation's basic terminal market customarily used before the exercise by Grain Corporation of this right of direction."

and Article "Second," reading as follows:

"The proprietor agrees, in the absence of any contrary direction under the grants aforesaid, to ship all wheat owned by the Proprietor in the elevator in the regular course of business as fast as cars are available, and to use due diligence in obtaining cars for such shipment, and agrees that in purchasing wheat at country points the price to the seller will not be depressed by the possible expense of carrying wheat in the elevator due to car shortage.

"In case the Proprietor, from and after the date of his first weekly report in January, 1918, to the United States Food Administration, shall be unable to ship in any week covered by the time embraced in any weekly report, such total quantity of all grains, including shipments of wheat, corn, rye, oats, barley, as make the equivalent of at least twenty per cent, of the amount of wheat (wheat only) in the elevator at the beginning of such week, the Grain Corporation agrees to pay to the Proprietor, to cover insurance and interest for such week, seven-twentieths of a cent, per bushel, on the amount of wheat in the elevator at the beginning of such week.

"For the purposes of this paragraph, wheat retained in the elevator pursuant to the provisions of Article First, Clause (a) hereof, shall be deemed equivalent to shipment, but on all wheat so retained, the Grain Corporation will make payment to the Proprietor in accordance with the provisions of said Clause (a)."

be suspended as of this date, subject to said clause "B" of Article "First" and said Article "Second" being restored on thirty days' written notice to you by the Food Administration Grain Corporation.

It is our desire to continue our contractual relations with you under this modified agreement, and if the modification as suggested meets with your approval, kindly sign the enclosed duplicate letter signifying your acceptance of the agreement as modified and return it promptly to this office.

If you do not accept the modification suggested, this is formal notice to you that the agreement will cease and terminate thirty days from this date, to wit, on August 5, 1918, and the rights and obligations, if any, of the parties to said agreement shall then be ascertained and determined. This notice is given you in accordance with Article "Sixth" of said agreement.

Yours very truly,

FOOD ADMINISTRATION GRAIN CORPORATION,

We hereby accept the modification of the agreement as above, and confirm the continuance of the agreement as thus modified.

(Elevator sign here)

Reorganization of Food Administration.

With the alterations made in the milling plan for next year, a re-organization has been made in the Food Administration to cover the new plan of control. The Grain Corporation has been expanded to cover all cereals and is now to be known as the Cereal Division. Mr. Julius H. Barnes, who has been head of the Grain Corporation, will be head of the Cereal Division. Mr. F. J. Lingham, one of the largest millers in the east, has entirely severed his connection with the milling business in order to serve as head of the milling section of the new division. The Grain Corporation will, as before, be the instrument through which the financial transactions of the Food Administration with regard to grain are to be carried out.

THE OFFICIAL wheat standards, effective July 15, have been tabulated on a neat card that can be tacked up anywhere and is being mailed to friends of J. F. Zahm & Co.



Ohio Grain Dealers at Cedar Point, June 27, 1918.

Grain Trade News

ARKANSAS

Pine Bluffs, Ark.—The grain mill of the Marco Mills Co. has been sold at public auction for \$55,000 to satisfy a mortgage to the Merchants & Planters Bank. The bank secured a judgment against the grain company for \$89,900.

CALIFORNIA

San Francisco, Cal.—Somers & Co. have removed their offices to the American National Bank Building.

CANADA

Toronto, Ont.—The Niagara Grain & Flour Mills Co. has moved into more commodious quarters.

Boisbervain, Man.—The International Elvtr. Co. has made extensive improvements. A cleaner and legs have been installed. The T. E. Ibberson Co. did the work.

Regina, Sask.—The Saskatchewan Co-operative Elvtr. Co. is contemplating building 11 elvtrs. in Saskatchewan this summer. The combined storage capacity will be 385,000 bus.

Klymore, Sask.—The Doukhbors in this locality have planted 12,000 acres in wheat, and are now erecting an elvtr. and a milling plant. The elvtr. will be of 150,000 bus. capacity.

Naisberry, Sask.—The British-American Elvtr., on the Can. Nor. Ry., was struck by lightning, June 19, and burned. The engine room and oil shed were saved. The last of the grain had been shipped the week before the fire.

Toronto, Ont.—The Campbell Flour Mills Co., Ltd., has started work on a grain elvtr. of 250,000 bus. capacity to be operated in connection with the mills of the company. The structure, which will be of reinforced concrete, will consist of circular bins, and will be strictly up-to-date.

Vancouver, B. C.—James A. D. MacBeth has left our employ and is now working for the John S. Metcalf Co., Ltd., in Melbourne, Australia. As yet no one has been appointed to take over Mr. MacBeth's duties, and the writer is looking after the elvtr. temporarily.—Canadian Government Elvtrs., J. Bennett.

Craik, Sask.—The elvtr. of the Farmers Trading Co. was recently burned with a loss of 3,000 bus. of grain. Bandits bound and gagged the mgr., Charles Hill, and robbed him of \$1,500, and carried him half a mile away and threw him in a ditch. They then set fire to the elvtr. and escaped in an automobile.

Montreal, Que.—On June 20 the following rules with regard to grain in harbor elvtrs. became effective: In all cases where grain remains in store over 90 days, the elevation shall be paid on demand, and storage for 3 months. Grain of any kind or grade whatsoever requiring separate storage, occupying a whole bin, shall, after being stored for 30 days at tariff rates, pay extra storage equal to the capacity of the bin in which it is stored. Bagged grain must be removed from the elvtrs. within 4 days from completion of bagging, after which a penalty charge of 5c per bag per day will be made, and the commission will not be responsible either for condition or quantity of bags remaining in elvtr. after bagging is completed.

COLORADO

Yuma, Colo.—The Farmers Co-operative Elvtr. & Mfg. Co. is installing new spouting.

Denver, Colo.—J. F. Gallagher, formerly mgr. for the O'Donnell Grain Co., is now mgr. for the Gallagher Grain Co.

Hereford, Colo.—The Hereford Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, H. B. Werdner, J. P. Ross, F. G. Olson, and F. J. Olson.

Denver, Colo.—T. D. Phelps, of the T. D. Phelps Grain Co., was operated on for appendicitis, June 27, and is getting along nicely.—C. G. Timberlake.

Yuma, Colo.—I have removed from Trenton, Neb., to this city, where I am gen'l mgr. for the Farmers Co-operative Exchange & Mfg. Co., of Yuma, Hyde, and Schramm.—M. J. Wagey.

Broomfield, Colo.—The Colorado Mfg. & Elvtr. Co. is still doing business here, but is temporarily closed until the wheat season opens again. The company has an elvtr. with a capacity of 30 cars of grain.—X.

Rocky Ford, Colo.—The Trinidad Bean & Elvtr. Co., of Trinidad, has started to build a bean elvtr. here. It will be equipped for the handling of grain and beans, but more particularly for beans. A No. 99 Clipper Cleaner will be installed.

Hudson, Colo.—Work has begun on the addition to the Hudson Elvtr. It was impossible to erect the concrete plant that was planned in time to handle this year's crop, so the addition is being built now, and the new building will be erected later.

Trinidad, Colo.—Last fall we built a bean and grain elvtr. at Las Animas, and during the past season have cleaned only beans at that point. We have now started building bean elvtrs. at Rocky Ford, and Mountair, N. M. These elvtrs. will be equipped for the handling of grain and beans and more particularly beans. Our own millwright is in charge of the building and the installation of the machinery, and our plants will be equipped with No. 99 Clipper Cleaners.—Trinidad Bean & Elvtr. Co., L. W. Van Vleet.

Denver, Colo.—James Wilson, 35 years old, an employe of the Denver Elvtr. Co., fell into a bin containing 2,000 bus. of corn recently. The impact of his body started the corn moving into a spout leading to the bin, which is 75 feet deep, and unable to help himself, he was sucked down into the mass. It was necessary to empty the entire contents of the bin to recover the body, and 3 hours elapsed before the task was completed. How Mr. Wilson happened to fall into the bin is a mystery. He had been sent to the top of the bin to loosen the corn with a pole and he was working on a staging erected around the edges of the bin when the accident occurred.

IDAHO

Sweetwater, Ida.—The Sweetwater Elvtr. Co. incorporated; capital stock, \$25,000.

Nampa, Ida.—The Nampa Mfg. & Elvtr. Co. will erect a temporary building adjoining the elvtr.

Reubens, Ida.—The Tri-State Terminal Elvtr. Co. will install a Hall Signaling Grain Distributor.

Rathdrum, Ida.—The Rathdrum Grain & Supply Co. is remodeling its bins, elvtrs. and dumping apparatus, so as to be in readiness to handle grain in bulk.

Meridian, Ida.—Work has commenced on the construction of the 50,000-bu. concrete elvtr. of the Caldwell Mfg. & Elvtr. Co. The cost of the elvtr. will be \$25,000.

Shelley, Ida.—The Shelley Mill & Elvtr. Co. is a new concern here under the management of the Shelley Merc. Co. J. F. Shelley is pres. and T. W. Shelley is mgr.

Deary, Ida.—The Farmers Elvtr. & Whse. Co. has just completed its 40,000-bu. wooden elvtr. here. H. L. Ingle is sec'y of the company.—W. J. Davis, agt., Mark P. Miller Mfg. Co.

Twin Falls, Ida.—Loyal L. Breckenridge, mgr. of the Twin Falls Mfg. & Elvtr. Co., who left in March to serve in an executive capacity in the Red Cross work in France, has transferred to the Y. M. C. A. work abroad.

Hazelton, Ida.—The Barlow-Classen Co., in which A. B. Rice recently purchased an interest, will retain its name, and Mr. Barlow will still be the active head of the company as pres. and gen'l mgr. A. B. Rice is vice-pres. and H. C. Barlow, sec'y-treas. In addition to the large elvtr. that the company completed last fall it has a big warehouse, with a potato cellar underneath.

Genesee, Ida.—In addition to the elvtr. being built in East Genesee by the Genesee Farmers Whse. Co., Ltd., another one is being built in West Genesee. It will be a 60,000-bu. house and will contain 16 bins all over the work floor. The cupola is 15 feet wide and 40 feet long. The work floor is to be 40x42 feet with a height of 11 feet. The driveway is 28 feet wide and enclosed 42 feet. A warehouse, 20x42 feet, is to be built between the elvtr. and the driveway. The house will have one stand of elvtr. legs, a waterproofed concrete pit, electric motor for power, and fuel platform dump scale. The Hickok Construction Co. designed both houses and has charge of the construction.

ILLINOIS

Bellmont, Ill.—B. French & Sons have installed a Boss Air Blast Car Loader.

Blandinsville, Ill.—The Farmers Elvtr. Co. has purchased the elvtr. of F. E. Sharp.

Harper, Ill.—The Harper Grain Co. has increased its capital stock from \$12,000 to \$20,000.

Macomb, Ill.—The Farmers Grain, Fuel & Supply Co. have installed a flexible spout holder.

Tremont, Ill.—The Farmers Grain Co. of Tremont has elected E. P. Foley pres., and Fred H. Becker, sec'y.

Wyoming, Ill.—In addition to having our elvtr. and office repainted, we are building new coal sheds.—Wyoming Grain Co.

Rugby, Ill.—J. A. Claudin has been engaged as local mgr. for the Pontiac Farmers Grain Co., of Pontiac, at this place.

Gays, Ill.—J. W. Moberly & Son are building another addition to their elvtr., which will increase the capacity several thousand bus.

Brocton, Ill.—The Brocton Farmers Grain Elvtr. Co. has let contract to Ballinger & McAllister for the construction of a 30,000-bu. wood elvtr.

Brothers sta. (Oakwood p. o.), Ill.—Fred Shelby has resigned as mgr. for R. T. Barton & Co. at this station and will leave shortly for California.

Seymour, Ill.—James Karr has sold his elvtr. to the farmers of this community, who will operate it as the Farmers Elvtr. Co. The price paid was \$17,000.

Mansfield, Ill.—The Farmers Elvtr. Co., which was recently incorporated, has let contract to Ballinger & McAllister for the erection of a 40,000-bu. concrete elvtr.

Tuscola, Ill.—The Hitch-Rose Grain Co. has succeeded the Davis-Rose Grain Co. C. E. Hitch, F. E. Rose and F. W. Read are members of the new firm.—F. W. Read.

Ullrich sta. (Lovington p. o.), Ill.—Chas. A. Gregory is pres. of the recently incorporated Farmers Grain & Produce Co., and Spencer Ewing, of Bloomington, is sec'y.

McLean, Ill.—The Farmers Co-operative Grain & Supply Co. incorporated; capital stock, \$30,000; incorporators, William Sage, B. A. Canfield, Clifford Longworth and others.

Bondville, Ill.—The Bondville Grain & Supply Co. has been incorporated with a capital stock of \$25,000. George Young has been elected pres. of the company, and Charles Armstrong, sec'y. The new company has purchased the elvtr. of S. G. Crawford, possession to be given before July 15.

Henkel sta. (Mendota p. o.), Ill.—Gus Bader, formerly mgr. for the Henkel Grain Co., has succeeded C. A. Cole as mgr. for the Atkinson Farmers Grain Co. at Atkinson.

O'Fallon, Ill.—David H. Wiegman, mgr. for the Chas. Tiedemann Mfg. Co., of this city, who recently underwent an operation at a hospital in St. Louis, is on the road to recovery.

Tabor, Ill.—The elvtr. of the Co-operative Grain Co. was burned to the ground June 26. The elvtr. was practically new, having been erected last summer. There was no grain in the building.

Avon, Ill.—Farmers in this locality are contemplating taking over the elvtr. of A. B. Curtis. At a meeting of the farmers held recently, Geo. Sailer was elected pres., and L. F. Lillie, sec'y.

Heyworth, Ill.—We will build a 30,000-bu. capacity elvtr. on the I. T. S. here. At present we have no special machinery equipment excepting an automatic scale.—Bucks Grain Co., Joseph Arnold.

Sheffield, Ill.—The new concrete elvtr. of the Sheffield Farmers Grain Co. has been completed. During the process of building the erecting tower was struck by lightning 2 days in succession, but no damage was done.

Beason, Ill.—The elvtr. of the Skelton Farmers Elvtr. Co., which was destroyed by fire a short time ago, is being rebuilt. The new elvtr., which will be of concrete, will be fireproof, and will hold from 75,000 to 100,000 bus. of grain.

Pearl City, Ill.—The recently incorporated Pearl City Farmers Grain & Elvtr. Co. has purchased the elvtr. and coal yards of the Pearl City Grain Co. W. H. Hummermeier is pres. of the new company and L. S. Loertner is sec'y-treas.—X.

Springfield, Ill.—The state public utilities commission issued a general order June 19, making the standards of quality and classes of the corn and wheat in Illinois to conform with those of the U. S. Dep't of Agriculture, effective July 15.

Woodhull, Ill.—The directors of the Woodhull Grain Elvtr. Co. have granted the mgr., V. E. Setterdahl, a 6-months' leave of absence, and will secure a man to assume his duties temporarily. Mr. Setterdahl has gone to Battle Creek, Mich., to take the rest cure, and for treatment.

Cissna Park, Ill.—The Cissna Park Grain & Coal Co. has awarded contract to Baling & McAllister for the erection of a 50,000-bu. concrete grain elevator, work to begin at once. The company already has a 100,000-bu. cribbed elvtr. here, and Baling & McAllister recently dismantled their 30,000-bu. cribbed elvtr.

Hayes, Ill.—Chambers & Foote, of Sadorus, have taken possession of the elvtr. at this place which they recently purchased of E. E. Hamman. Cecil Parker, who has been in the employ of the company at Tuscola for some time past, will be mgr. here. Mr. Hamman is undecided as to what he may do in the future, but thinks he will join the army.

Decatur, Ill.—The following firms have been admitted to membership in the Illinois Grain Dealers Ass'n: Anderson & Jackson, Inc., New Orleans, La.; Funks Grove Grain Co., Funks Grove; Davis Bros. & Stevenson, La Rose; Porterfield & Sons, Hindsboro; O. W. Randolph Co., Toledo, O.; Glenarm Grain Co., Glenarm; Whitney & Gibson, Buffalo, N. Y.; Heidloff & Rose, New Canton; Vermont Mills Co., Vermont; Hieronymus Bros., Winchester.—W. E. Culbertson, sec'y.

Wyoming, Ill.—An elvtr. of 25,000 bus. capacity will be erected here by a group of business men and farmers, to be completed by Aug. 15. It will be up-to-date in every respect, with a 10-h.p. motor and an elevating capacity of 3,500 bus. In addition to the 8 large bins, which the original building will contain, it is proposed at a later date to install large tanks for the storage of grain. The plans also include a grinder for corn and oats in the basement.

Paxton, Ill.—The newly organized Paxton Farmers Grain Co. has purchased both of the elvtrs. of Risser & Rollins for \$27,500. Possession was given July 1. The old firm retains and will continue to operate the cereal mill, which was recently erected and put in operation. They also retain a lease for 2 years on the old north elvtr. and drier. G. W. Karr was elected pres. of the new company, and W. E. Kinney, sec'y.

CHICAGO NOTES.

Board of Trade memberships are \$4,500, net to the buyer.

H. B. Signor, of Ware & Leland, will go to New York to take temporary charge of the firm's office there.

Albert F. Weinberger was expelled from the Board of Trade July 9. For 12 years he has been residing in Germany.

George F. Swanson has formed a connection with the Adolph Kempner Co., and hereafter will have charge of the cash grain dept of the firm.

Charles P. Randall, who has been in France in the interest of the Red Cross, and who was on the steamer Oronsa when it was torpedoed, has returned.

Charles A. Ballard, a former Board of Trade operator, aged 65 years, disappeared June 29. He left a note to his wife in which he said he was going to commit suicide.

At a special meeting of the Board of Trade directors, held June 26, the same elvtrs. were made regular for the storage of grain as last year. Total capacity licensed is 12,500,000 bus.

H. G. Atwood, George E. Thompson, M. J. Mayer, Watson W. Smith, W. H. Martin and A. J. Wilson have applied for membership on the Board of Trade. M. E. DeWolf, W. A. Scoville, N. M. Freeman, L. E. Hall, Orrin S. Dowse, who has enlisted in the navy, and Jerome E. Steever, who is now a first lieutenant in the aviatoring corps, have posted their memberships for transfer.

Members of the Board of Trade celebrated the Fourth of July by raising a service flag, containing 1,600 stars, over the Exchange Hall, July 3. The stars in the flag represented members and employees of members in the national service. There were 7 gold stars to represent those who have died for their country, and 6 decorated emblems showed the number who have been decorated, or have received honorable mention for bravery in action. The latter included Joseph L. Canby, John L. Patten, Edward M. Samuel, Jr., Joseph M. Ayer, Wallace C. Winter, Jr., and I. G. Valentine. The list of those who made the supreme sacrifice consisted of W. Ross, Harry G. Velie, Charles Carpenter, John Vician, H. R. Potter, and C. W. Pauley, Jr. Wallace C. Winter, Jr., appeared in both lists, having been killed in action after being decorated for bravery.

INDIANA

Thorntown, Ind.—R. S. Stall & Co. are contemplating installing a testing apparatus.

Columbus, Ind.—The Columbus Mfg. Co. has filed a preliminary certificate of dissolution.

Ingalls, Ind.—Logan Hinshaw is mgr. for the Ingalls Grain Co., which was recently incorporated.

Thornhope sta. (Oak p. o.), Ind.—O. M. Thomas is mgr. for the Farmers Grain & Supply Co., which was recently incorporated.

La Fayette, Ind.—We are quitting the grain business and devoting our entire time to the coal business.—Higgins-Anderson Grain Co.

Williams, Ind.—The Williams Equity Exchange incorporated; capital stock, \$20,000; incorporators, Chas. A. Cook, H. H. Gerke, Herman J. Franz, and H. W. Mann.

Springport, Ind.—The newly erected elvtr. of George W. Ruff & Son burned July 2. Loss, \$4,500; some insurance. The elvtr. was only opened for operation last week.

Servia, Ind.—Harry Rea, who was agt. for the Servia Elvtr. Co., was called in the draft, and I have taken his place. We have built coal sheds of 300 tons capacity.—Piercie Heeter.

Colburn, Ind.—The elvtr. at this place, owned by Robert Alexander, of Buck Creek, has been hot and is being operated by the Buck Creek Farmers Co-operative Ass'n, with headquarters at Buck Creek.

Earl Park, Ind.—The undersigned firm consists of John Flinn, Sr., Geo. H. Hart and Chas. H. Ruple as equal partners in the business. Chas. H. Ruple is also gen'l mgr.—Flinn Grain Co., Chas. H. Ruple.

Buck Creek, Ind.—The elvtrs. at this place and Colburn, owned by Robert Alexander, have been purchased and are being operated by the Buck Creek Farmers Co-operative Ass'n, with the main office here.—G. J. Whistler, pres.

Purcell sta. (Vincennes p. o.), Ind.—The grain elvtr. which Albert Oxman has been building at this station is completed, and is now ready for wheat, corn and rye. The elvtr. will be used for storing coal during the threshing season.—C.

Indiana Harbor, Ind.—The Bartlett Frazier Co., of Chicago, which operates the L. S. & M. S. elvtr. at this place, has qualified to do business in the state, \$25,000 of its capital stock being represented here. J. L. Cox is the local agt.

Rensselaer, Ind.—The Rensselaer Farmers Grain Co. has elected F. L. Hoover pres., and Ed. Ranton, sec'y. The company is considering the erection of a small elvtr. at Surrey to take care of the large amount of grain raised in that locality.

All grain dealers and millers in Spencer, Perry and Warwick counties have discontinued the practice of giving out grain bags. Announcement has been made that bag exchanges will be established at all convenient points where bags will be furnished at a small cost.

Franklin, Ind.—The Farmers Elvtr. Co., a new company recently incorporated, has taken over the J. M. Dunlap Grain Co. and the Dunlap-Vandagriff Coal Co., which have been operated jointly. J. M. Dunlap, who established the business in 1873, has been retained in an advisory capacity. Ira E. Vandiver is pres. of the new company, and George W. Kerlin is sec'y. A. C. Brock, former cashier of the Trafalgar bank, will be business mgr. The new company contemplates constructing a large elvtr.

INDIANAPOLIS LETTER.

The following shippers have been admitted to membership in the Indiana Grain Dealers Ass'n: Wasmuth Grain & Coal Co., Huntington; Reep Grain Co., Medaryville; Suckow Co., Franklin; New Albany Mfg. Co., New Albany; Robinson & Sweet, Produce Exchange, New York, N. Y.; Walton Elvtr. Co., Walton; Don C. Buell, Rushville; Haynes Mfg. Co., Portland; Acme-Jones Co., Milroy; Sandusky Farmers Elvtr. Co., Greensburg.—Chas. B. Riley, sec'y.

The following officers of the Board of Trade have been elected for the ensuing year: Joseph C. Gardner, pres.; Edward B. Raub, vice-pres.; Tom Oddy, treas.; William H. Howard, sec'y. Pres. Gardner appointed the following com'tes, which will work in behalf of the grain and milling trade: Grain: Harvey Mullins, chairman; E. Clifford Barrett, Harry J. Beery, H. H. Bingham, Bert A. Boyd, James M. Brafford, H. F. Kinney, E. K. Shepperd and Frank A. Witt. Grain Arbitration: Edward D. Evans, chairman; Edgar D. Anderson, and F. M. Montgomery. Grain Discount: Walter E. Rich, chairman; P. M. Gale, Fred G. Heinmiller, Maurice Maney, and I. E. Woodward. Grain Inspection Appeals: Charles A. Shotwell, chairman; N. W. Miller, Oscar V. Rouse, Fred W. School, and William C. Haywood.

The recent fire in our plant at Beech Grove started about 12:30 on the morning of June 14, and while the authorities insist that the fire started from some sort of an explosion, they have not, and I am sure I cannot, arrive at a definite conclusion as

to how the fire originated. Our working house was totally destroyed, our drier was badly damaged, but not beyond repair. The power plant was practically uninjured, and our tile tank storage remains intact, and while we cannot say to a certainty, it is our impression that the contents of our tanks are in good shape and are not damaged either from fire or water. We had in the neighborhood of 25,000 bus. of grain in the working house, most of it corn which is being salvaged. As to our future plans cannot give you any information at all at the present time.—Cleveland Grain Co., Ed. K. Shepperd.

IOWA

River Sioux, Ia.—S. P. Stark is now mgr. for the River Sioux Farmers Elevator Co.

Farnhamville, Ia.—The Farmers Elevator Co. has installed a flexible spout holder.

Archer, Ia.—The Archer Co-operative Grain Co. has increased its capital stock to \$50,000.

Farragut, Ia.—Sam McMullen has been elected pres. of the Farmers Elevator Co., and Thos. Cox, sec'y.

Kamrar, Ia.—The Farmers Elevator & Supply Co. has increased its capital stock from \$25,000 to \$75,000.

Gray, Ia.—Ray Booten will succeed Austin Linn, who died recently, as mgr. for the Updike Grain Co.

Le Mars, Ia.—A. B. Roberts has been elected pres. of the Farmers Co-operative Co., and J. N. Freeman, sec'y.

Gladbrook, Ia.—The Farmers Elevator Co. incorporated; capital stock, \$15,000; I. A. Merrill, pres.; J. E. Elston, sec'y.

Wyman, Ia.—A. E. Gault is pres. of our company, and T. H. Huston is sec'y-treas.—Wyman Supply Co., J. K. Elsey, mgr.

Allison, Ia.—Wm. Allan has been re-elected pres. of the Allison Farmers Co-operative Elevator Co., and E. E. Wilder, sec'y.

Alvord, Ia.—The Farmers Elevator Co. has elected Claus Mundt pres., and O. J. Reimers, sec'y-treas. C. M. Hayse, mgr., was re-elected.

Harris, Ia.—A. C. Wettstad, formerly agt. for Greig & Zeeman at this place, has removed to Royal, where he is mgr. for the Farmers Grain Co.

Burlington, Ia.—The Burlington Elevator was closed for 10 days, starting June 29, in order to give the building, including the bins and machinery, a general overhauling.

Westgate, Ia.—I have just taken the management of the Farmers Elevator Co. at this place. Was formerly mgr. for the Farmers Elevator Co. at Plainfield.—E. A. Ultang.

Ida Grove, Ia.—The elevator of D. E. Shortrett has been completed. It is covered with sheet iron and is as nearly fireproof and vermin proof as it is possible to make an elevator, not concrete. Electrical equipment has been installed.

Roland, Ia.—The Farmers Co-operative Co., which was recently organized with a capital stock of \$50,000, has purchased the elevator of Thompson Bros. Audie Lindroth is mgr.

Faulkner, Ia.—The Farmers Elevator Co. is erecting a new office, and will also erect a fine new residence for the mgr., Edward L. Dreher, as soon as the office is completed.

Royal, Ia.—I have removed from Harris to this place, where I have taken charge of the elevator of the Farmers Grain Co. The former mgr. was John Aden.—A. C. Wettstad.

Lidderdale, Ia.—H. D. Moore, of this place, has purchased the elevators of the Hynes Grain Co., of Omaha, at Belmond, Meservey, and Thornton, and also a house at Wightman.

Plainfield, Ia.—W. E. Wefel has succeeded E. A. Ultang as mgr. for the Farmers Elevator Co., Mr. Ultang having removed to Westgate, where he will be mgr. for the Farmers Elevator Co.

Dayton, Ia.—The Dayton Elevator Co. has sold its elevator to the Farmers Elevator Co. and is now out of business at this place. Do not know what the company will do in the future.—Elmer Shostrom.

Lone Tree, Ia.—D. M. Riggs will erect a concrete elevator, 24x26 feet, with a storage capacity of 10,000 bus. The old Baptist church will be removed to the elevator site, and converted into a seedery.

Clearfield, Ia.—The elevator I bot at this place was formerly known as the Clearfield Elevator, and is the only one in town. S. B. Miller was the former mgr. It will be operated by the undersigned.—G. G. Garver.

Spencer, Ia.—The DeWolf Grain Co. incorporated; capital stock, \$75,000; incorporators, M. E. DeWolf, Maris E. DeWolf, and Elizabeth P. DeWolf. M. E. DeWolf is pres. of the company, and Maris E. DeWolf is sec'y.

Council Bluffs, Ia.—The new elevator of the Chicago & North-Western Ry. Co. is just about completed. It has a capacity of 1,500,000 bus., and cost approximately \$1,000,000. It has been leased by the Updike Grain Co., and is under the direct control of N. B. Updike, with C. E. Baird as acting local superintendent.

Adel, Ia.—The Farmers Elevator Co. has let contract for the erection of an up-to-date elevator of 25,000 bus. capacity. It will be built of hollow blocks heavily reinforced with steel, and will be fireproof. This is a new firm recently incorporated.—W. E. Ruscher, sec'y. Patsy Fitzgerald will be mgr. for the new company.

Estherville, Ia.—The grain elevator of Grieg & Zeeman, on the Rock Island, has been sold to B. B. Anderson, and he will have charge of both elevators. The firm of Grieg & Zeeman has acquired the elevator on the Minn. & St. Louis, and will purchase grain there. The office at the old elevator of Grieg & Zeeman will be moved to the new location.

Spencer, Ia.—A. J. Wilson, who took over the entire holdings of the DeWolf & Wells Co. a short time ago, and who in the reorganization retained all the elevators on the Minn. & St. Louis Ry., has announced the organization of the Wilson Grain Co., with the head office in this city. Charles F. Wagner will be retained as mgr. of the elevator and business here.

Atlantic, Ia.—George Rau, who has been connected with the Rothschild Grain Co. for the past 15 years, has been transferred from Sioux Falls, S. D., to this city by the company. He will succeed E. Rothschild, who has removed to Omaha. After an all day session, June 27, in which the testimony of 50 witnesses was heard, the military affairs committee of the Cass County council of defense rendered a decision completely exonerating Mr. Rothschild of charges of disloyalty. The committee reported that not a particle of dependable evidence was produced to sustain the charges. Mr. Rothschild, who is a native of Germany, was head of the Rothschild Grain Co. in this city, until his departure for Omaha.

Linden, Ia.—Our elevator was struck by lightning May 24, and burned to the ground with a loss of \$8,000; insurance, \$4,500. Eight hundred bus. of oats in the house were a total loss. We are erecting a 30,000-bu. house, which we are trying to have finished in time for the new crop. Work is being done by the Burrell Engineering & Construction Co.—Armour Grain Co., W. H. Donald, agt.

Algona, Ia.—The Bowles-Billings-Kessler Grain Co. held its annual homecoming in this city recently. About 25 of the grain managers were in attendance at the day session. A banquet was served in the evening to about 85 guests, E. A. Bowles acting as toastmaster. At these homecomings, which are held once a year for the managers of the home and outside stations, new ideas are exchanged, and a great deal of benefit is derived.

Evander Siding (Sheldon p. o.), Ia.—The Evander Farmers Co-operative Co., which recently purchased the elevator owned by the Quaker Oats Co. at this place, will erect a new outside office and scales, enlarge pit, lay new driveway, and install new automatic dump. Repairs necessary to preserve the building will also be made. Among the officers of the new company are Wm. Englehardt, pres., and J. R. Sweeney, sec'y-treas.—M. B. Speece.

KANSAS

Esbon, Kan.—C. M. Lantis is building an addition to his east elevator.

Kingman, Kan.—Work has commenced on the new elevator for the Farmers Union.

Plains, Kan.—Collingwood Bros. have installed a Boss Air Blast Car Loader.

Phillipsburg, Kan.—Charles Dean is making a number of changes in his elevator.

Clearwater, Kan.—The Arkansas City Mfg. Co. has completed its elevator.—John R. Stanley.

Friend, Kan.—The Morton Grain Co. has built a grain elevator here, and R. A. Ward is mgr.—X.

Goodland, Kan.—I am in the grain business here with P. S. Houston, of Gem.—T. S. Gellatly.

Garfield, Kan.—W. A. Van Horn, of Larned, is the new mgr. for the Kansas Flour Mills Co.

Larned, Kan.—R. E. Selby, formerly of Kinsley, is now mgr. for the Rock Mill & Elevator Co. at this place.

Plainville, Kan.—Tyler & Co. have purchased the elevator of the Farmers Co-operative Merc. Co. for \$15,000.

Sedgwick, Kan.—I have removed here from Valley Center, and have bot the old Gingrass Elevator.—Joe Clark, Clark Grain Co.

Burrton, Kan.—James Borin, formerly agt. for the Kansas Flour Mills Co. at Miltonvale, has removed to this place.

Radium, Kan.—Chas. Wagner, of Garfield, has succeeded H. C. Durant as mgr. for the Kansas Farmers Grain & Supply Co.

Denton, Kan.—The elevator of N. W. Helm, of St. Joseph, Mo., which was recently built here, has been sold to the Farmers Union.

Holyrood, Kan.—Dennis Richter is mgr. of the elevator of G. L. Baker. C. A. Hiebert has abandoned his plans for building an elevator here.—X.

Valley Center, Kan.—I have sold my elevator to the Farmers Union, and will remove to Sedgwick, where I have purchased an elevator.—Joe Clark.

Elyria, Kan.—J. W. Belden, who has been appointed grain inspector working from Winfield and Arkansas City, has resigned as mgr. for the Elyria Farmers Elevator Co. His successor has not been chosen.

Liberal, Kan.—The Bolin-Hall Grain Co. will rebuild its elevator, which was burned more than a year ago. Work will commence at once and it is expected that the elevator will be ready for business in a month or six weeks.



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MILWAUKEE

Wilburton, Kan.—The newly organized Co-operative Equity Exchange has bot the elvtr. of the Morton Grain Co. The same mgr. is in charge.—X.

Wichita, Kan.—The Kramer Grain Co., which was recently incorporated with a capital stock of \$50,000, has succeeded the old Kramer Grain Co.

Neosho Falls, Kan.—Finney & Co. are making extensive improvements in their elvtr. They are installing new machinery, and enlarging the house.

Richland, Kan.—The Morrison Grain Co. has discontinued business, and has sold its elvtr. to the undersigned company.—Richland Co-operative Grain Co., Geo. Moss, mgr.

Hutchinson, Kan.—Ed. Kauzer, formerly of Ellinwood, is now gen'l mgr. of the Consolidated Mills Co. in this city. The company has mills at this place, Newton, Winfield and Caldwell.

Gorham, Kan.—The Farmers Grain & Merc. Co. has bot a stock of gen'l merchandise. Frank Heili has charge of the store, and the undersigned is mgr. of the elvtr.—J. F. Odle.

Edmond, Kan.—R. E. Adams has succeeded C. C. Bishop as mgr. for the Farmers Co-operative Ass'n, the latter having removed to Selden, where he is clerk in the Citizen's State Bank.

Geneseo, Kan.—I am now mgr. for the Larabee Flour Mills Corp. at this point. We have installed an 8-h.p. Fairbanks Morse Oil Engine, and have remodeled the elvtr. considerably.—E. E. Lorenz.

Kiro sta. (Silver Lake p. o.), Kan.—Wm. F. Bolan, of Rossville, has bot the elvtr. of the Kiro Merc. Co. at this place, which will discontinue the grain business. Mr. Bolan's headquarters will be at Rossville.

Balta sta. (Russell p. o.), Kan.—The Farmers Union has purchased the elvtr. of the Shellabarger Mill & Elvtr. Co., and will operate it on the co-operative plan.—J. F. Odle, mgr. Farmers Grain & Merc. Co., Gorham.

Newton, Kan.—The Newton Mlg. & Elvtr. Co. has let contract to the Burrell Engineering Co. for the extension of its legs, the installing of a 2,000-bu. Howe Hopper Scale, and a garner on structural steel supports for both of its elvtrs. here.

Lebanon, Kan.—We are just completing a 20,000-bu. elvtr. at this place, and are commencing to build one at Cedar, which we hope to have up for business inside of 60 days.—Smith County Farmers Union Co-operative Ass'n, T. M. Willson; county mgr.

Liberal, Kan.—I. R. Salley is still mgr. for the C. M. Light Grain Co. J. H. Salley was assistant mgr. for the company until May 15, when he bot an interest in the Vickers Elvtr. Co., and is now mgr. for the new concern known as the Vickers Grain & Seed Co.

Wichita, Kan.—It was erroneously stated in the Journal of June 10 that the Wagner Grain Co. is discontinuing business. We have no intention of discontinuing business as long as health and the government permits us to do business.—Wagner Grain Co., C. L. Wagner.

Morganville, Kan.—This company is enlarging its house to a capacity of 30,000 bus., installing new Howe Hopper Scales, and new machinery, and fixing up in general. Will be ready to receive the new crop in a few days.—Farmers Co-operative Elvtr. Ass'n, Wm. G. Stoneback, mgr.

Parsons, Kan.—O. F. Illion, of Kansas City, is building a flour mill here, but will not have an elvtr. The Rea-Patterson Mlg. Co., of Coffeyville, has a distributing warehouse for feed and flour here, but no elvtr. The report that Sprague & Joy built an elvtr. here some time ago is incorrect.—X.

Rossville, Kan.—The Golden Belt Elvtr. Co., which was obliged to suspend business when the elvtr. of Wm. F. Bolan, leased by the company, was burned a short time ago, has now leased the elvtr. of C. E. Fritz for a period of 3 years. The company will build a new cob house in connection with the elvtr.

Claffin, Kan.—The Claffin Mill & Elvtr. Co. has started on improvements which will increase the capacity of its mill from 300 to 600 bbls. daily. New machinery will be installed to handle the increase in milling. A new engine will be installed and the elvtr. and storage capacity will be increased.

Sitka, Kan.—In addition to taking over the business of the Wallingford Bros. Grain Co. at this place, the recently organized Farmers Grain & Supply Co. has also taken over the Sitka Elvtr. & Merc. Co. The new company has a capital stock of \$75,000, with W. H. Shattuck, pres., E. G. Wallingford, sec'y, and A. W. Steen, mgr.

Rossville, Kan.—My elvtr. at this place was entirely destroyed by fire on May 5, from an unknown cause. The office, engine, and scales were saved, and I expect to rebuild, possibly in another year, if I am able to retain the site. I have bot the elvtr. of the Kiro Merc. Co. at Kiro (Silver Lake p. o.), which company will not continue in the grain business. My headquarters will be here.—Wm. F. Bolan.

Wichita, Kan.—The Beyer Grain Co. opened its office in the Sedgwick Building in this city July 1. The officers of the company consist of E. F. Beyer, pres. and gen'l mgr., formerly connected with the Grain Corporation at Kansas City, Mo., as assistant to Mr. Piazzek. I. H. Blood, vice-pres., was formerly mgr. for the Norris Grain Co. in this city, and was lately associated with the Grain Corporation at Kansas City. J. H. Beyer, sec'y-treas., has been pres. and gen'l mgr. for the Kemper Grain Co. in this city for the past year. Oscar Cook, who has been chief inspector for the Grain Corporation at Kansas City, will also be associated with the company in its Kansas City office, which they expect to open about July 16 with I. H. Blood as mgr. The capital stock of the Beyer Grain Co. is \$125,000. The company absorbed the Kemper Grain Co. here. The Kemper Grain Co. in Kansas City is a separate corporation and is not affected.

KENTUCKY

Henderson, Ky.—H. H. Bullitt has succeeded Floyd St. E. Miller as sec'y-treas. of the Henderson Elvtr. Co.

Louisville, Ky.—William P. Zorn, of the Kentucky Public Elvtr. Co., dropped dead, June 29, of apoplexy, at the age of 57 years.

Uniontown, Ky.—W. C. Bland has purchased a fourth interest in the Wabash Elvtr. Co. in this city, which was formerly owned by the late Fred Rathman. J. K. Waller is the new pres. of the company; J. W. Pfeffer is vice-pres. and gen'l mgr., and W. C. Bland is sec'y-treas.—C.

Covington, Ky.—Fire in the building of the Van Leunen Hay & Grain Co., of Cincinnati, June 25, destroyed 50 carloads of hay valued at \$10,000. Fifteen carloads of hay on a track in the rear of the burning building started to catch on fire, but locomotives finally got them to a place of safety.

Frankfort, Ky.—The Hermitage Distillery of this city will be used for the manufacture of grain products. The Franklin Grain Products Co. has been organized with a capital stock of \$100,000, George F. Berry, Edmund B. Rodman and E. A. Hoffman, incorporators. Machinery for the new plant 'is being installed.

MARYLAND

BALTIMORE LETTER.

Dudley G. Roe, of Sudlersville, has applied for membership in the Chamber of Commerce.

The Western Maryland R. R. is contemplating increasing the storage capacity of its Port Covington Elvtr. at this place. The elvtr. now has a capacity of 2,100,000 bus., which the company proposes to increase 25%.

V. L. Nigh, government grain supervisor, with headquarters in this city, has resigned to accept a position in Buenos Aires, Argentine Republic, where he will assume the management of a line of elvtrs. for the Pampa Grain Co., Ltd.

A complimentary dinner was tendered George S. Jackson, July 6, at the Merchants Club in this city, by friends in the grain trade. Mr. Jackson, who is second vice-pres. of the Grain Corporation, will sail for London in a short time with Mr. Hoover, on an important mission for the government.

We are indebted to James B. Hessong, sec'y of the Chamber of Commerce, for a copy of the 63rd annual report of that body, for the year ending Dec. 31, 1917. The volume contains 243 pages, and gives complete statistical data relating to the year's business, also a list of officers, board of directors, com'ites, act of incorporation and amendment, rules, regulations and by-laws, and members of the Chamber, as well as other valuable information.

MICHIGAN

Reese, Mich.—Ernest Robbel is the new mgr. for the Farmers Elvtr. & Mlg. Co.

Riga, Mich.—Herman Heiser has bot the elvtr. of J. J. Walper & Co., of Blissfield.

Our annual convention will be held in Detroit Aug. 8.—J. C. Graham, sec'y Michigan Hay & Grain Ass'n, Jackson, Mich.

Grand Rapids, Mich.—A feed storehouse, owned by the Henderson Mlg. Co., operating an elvtr., was slightly damaged by a fire recently.

Ogden, Mich.—We will take over the elvtr. of Walper & Heiser July 8. The elvtr. has a capacity of 12,000 bus. and is located on the N. Y. C. R. R.—Nachtrieb Bros.

Hartford, Mich.—The Hartford Gleaners Co-operative Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, Fred L. Simpson, Charles H. Drullinger, and Walter B. Conklin.

Deerfield, Mich.—The Deerfield Elvtr. of J. J. Walper, of Brimfield, has been bot by Karner Bros., and will be operated under that name. There will be no improvements.—Karner Bros.

Blissfield, Mich.—The Blissfield Farmers Co-operative Co. has purchased the 2 elvtrs. at this place owned by J. J. Walper & Co. The company has also disposed of its elvtrs. at Riga, Deerfield and Ogden. Mr. Walper will remove to Detroit.

Mackinac Island, Mich.—Logan & Bryan, of Chicago, will reopen their branch office for the summer season at this place, July 1. It will be under the management of Charles Richardson, who was in charge last year. The company will have direct wires to New York, Chicago, and all leading markets.

Bad Axe, Mich.—The Bad Axe Grain Co. came near losing its elvtrs. at Applegate and Carasonville by fire June 26. The warehouses attached to each elvtr. were burned with the contents of 1,000 tons of hay each. Great fire fighting saved the elvtrs. The hay, which represented a cash value of \$40,000, did not belong to the Bad Axe Grain Co. Its loss was confined to the warehouses. It is that that the fire was started by sparks from a passing locomotive. This is the fourth fire that the company has had since last February.

MINNESOTA

Olivia, Minn.—Wm. Windhorst is building an addition to his elvtr.

Avoca, Minn.—The Farmers Elvtr. Co. will install a flexible spout holder.

Moorhead, Minn.—George H. Bailey is now mgr. of the elvtr. of Dwight M. Baldwin.

Northfield, Minn.—The Northfield Farmers Merc. & Elvtr. Co. will be closed down for repairs.

Hadler sta. (Ada p. o.), Minn.—A Farmers Co-operative Elvtr. Co. has been organized here.

Storden, Minn.—S. S. Peterson has been elected pres. of the Storden Grain Co., and Thos. Bondus, sec'y.

Russell, Minn.—Harry Musch has accepted the position of mgr. for the Farmers Independent Elvtr. Co.

North Redwood, Minn.—Henry Schmidt has been elected pres. of the Farmers Elvtr. Co., and Wm. Zumwin, sec'y.

Blooming Prairie, Minn.—The L. G. Campbell Mfg. Co. is making a number of changes in its mill and elvtr.

Worthington, Minn.—Alex. Wilson has been elected pres. of the Farmers Co-operative Co., and Paul Jamison, sec'y.

Sanborn, Minn.—Atkinson C. Ruddy, formerly of this place, is now mgr. for the Farmers Co-operative Co. at Estelline, S. D.

Dale, Minn.—The Farmers Elvtr. Co., of Hawley, will build a branch elvtr. here on the site of the elvtr. burned several months ago.

Minnesota Falls, Minn.—H. J. Svien, mgr. for the Elison Grain Co., has been drafted and expects to receive his call at any time.

Hawley, Minn.—The Farmers Elvtr. Co., of this place, will build a branch elvtr. at Dale on the site of the elvtr. burned last spring.

French sta. (Fergus Falls p. o.), Minn.—The French Trading Co. contemplates installing new buckets, car loader, elvtr. leg, and fire barrels.

Canby, Minn.—The elvtr. of the Canby Farmers Grain Co. will be overhauled this summer. W. A. Kamrath, assistant mgr., has been drafted.

Plainview, Minn.—Work has commenced on the elvtr. which C. E. Richmond & Co. are building to replace the old elvtr., which was taken down.

Newfolden, Minn.—The elvtr. of the Hansen & Barzen Mfg. Co. is closed at present.—J. O. Strombo, mgr., Newfolden Farmers & Merc. Elvtr. Co.

Princeton, Minn.—The St. Anthony & Dakota Elvtr. Co. has commenced to build an addition to its elvtr. A Bird Shipping Scale will be installed.

Stephen, Minn.—I have taken down my annex and am erecting a 40,000-bu. elvtr. in its place. The T. E. Ibberson Co. has the contract.—James Gillespie.

Arco, Minn.—The work on the elvtr. of the Farmers Elvtr. Co. has been completed and everything is in good running order. The T. E. Ibberson Co. did the work.

Glencoe, Minn.—The elvtr., formerly operated by the Farmers Union at this place, and owned by A. T. Cooper, of Webster, S. D., is closed at the present time.

Pennock, Minn.—The elvtr. of the New London Mfg. Co., of Willmar, at this place, has been wrecked by the company and the material shipped to New London.

Annandale, Minn.—I am now mgr. for the Farmers Co-operative Equity Elvtr. Co. at this place, where I succeeded Chas. Anderson, who resigned.—Leslie McClay.

Slayton, Minn.—L. C. Callan has purchased a half interest in the elvtr. of the St. John Grain Co., and in the future the firm will be known as Callan & St. John.

Menahga, Minn.—The newly organized Farmers Elvtr. Co. has purchased one of the elvtrs. of F. J. Johnson. The other one will continue to be run by Mr. Johnson.

Clarkfield, Minn.—The elvtr. of the Clarkfield Farmers Elvtr. Co. will be thoroughly overhauled during the summer. George A. Lund, assistant mgr., has been called in the draft.

Burr, Minn.—G. W. Van Dusen & Co. have just completed a 25,000-bu. elvtr. equipped up-to-date. The power is furnished by motors. The T. E. Ibberson Co. had the contract.

Bird Island, Minn.—The elvtr. of Chas. Hilsberg will be remodeled this summer. It will be repainted, and a new motor and new boot will be installed. The Bird Island Roller Mills are contemplating making some improvements.

Minneota, Minn.—The Farmers & Merchants Supply Co. is undergoing repairs, and a new roof is being put on. G. W. Van Dusen & Co. have just finished building new coal sheds with 5 bins.

Glyndon, Minn.—The Farmers Grain & Lbr. Co., which operates a 10,000-bu. elvtr. at this place, will build a 50-bbl. flour mill, to be run in connection with the elvtr. P. J. Shea is mgr. for the company.

Marshall, Minn.—Thru the efforts of H. R. Wollin, of the grain firm of Wollin & Ehlers, the elvtr. companies located here have consolidated. The name and plans of the new company will be announced later.

Hallock, Minn.—Extensive improvements are being made in the elvtr. of the Hallock Co-operative Elvtr. Co. A foundation will be placed under the old structure and an annex, equal in capacity to the old house, will be built.

New London, Minn.—The New London Mfg. Co., of Willmar, will erect an elvtr. along the Gt. Nor. right of way at this place. The material that will be used is from the elvtr. of the Cargill Elvtr. Co. at Cokato, which the company bot and wrecked, and from the company's own elvtr., which they also wrecked.

St. Paul, Minn.—A short course in grain elvtr. accounting and management will be held at the Minnesota College of Agriculture, July 15 to 19 incl. It is open to officers and owners of country grain elvtrs., present and prospective mgrs. of such enterprises and their assistants. Those interested should address Frank Robotka, University Farm, St. Paul, Minn.

Willmar, Minn.—We have bot the elvtr. of the Cargill Elvtr. Co. at Cokato, and have already wrecked it and shipped the material to New London, where it will be used for the erection of an elvtr. along the right of way of the Gt. Nor. Ry. We are also wrecking our elvtr. at Pennock and the material from that will also be used in the elvtr. at New London.—New London Mfg. Co., C. S. Olson.

MINNEAPOLIS LETTER.

Joseph P. Kelso, formerly of Chicago, is contemplating re-entering the grain business with the Wernli-Anderson Co. in this city.

The Chamber of Commerce has announced a rule limiting trading in rye for future delivery to 100,000 bus. for any one person.

Henry G. Campbell, of Eureka, mgr. of the Armour Canadian Grain Co., Ltd., at Winnipeg, has applied for membership in the Chamber of Commerce.

Ray R. Ebner, formerly with Spencer, Kellogg & Sons at Duluth, has been transferred to this city. A Chamber of Commerce membership has been posted for transfer to him.

G. O. Farrell, of Watertown, S. D., and for the last 5 years solicitor for the Van Dusen Harrington Co. of this city, is now traveling representative for the Hoover Grain Co. here. He will travel in his old territory, also North Dakota and a portion of Minnesota.

S. E. Trask, who for a number of years was connected with the McCaul-Dinsmore Co. at Aberdeen, S. D., and Sioux City, Ia., and who for the past 3 years has been with the Taylor & Bournique Co., Milwaukee, has removed to this city, where he is mgr. of the coarse grain dept of the International Grain Co.

MISSOURI

Whitton, Mo.—I am not handling grain at present.—A. Whitton.

Archie, Mo.—A. Marshall & Son have purchased a flexible spout holder and car loader.

Drexel, Mo.—T. C. Bundy has sold his elvtr., grain and coal business to Sterling Stewart.

Republic, Mo.—The Rea-Patterson Mfg. Co., of Coffeyville, Kan., has acquired the Republic Flour Mill.

McKittrick, Mo.—The Valier & Spies Mfg. Co., of St. Louis, has purchased the property of the McKittrick Elvtr. Co. and taken possession.

Lebanon, Mo.—Dean M. Martin, who purchased the Laclede Roller Mills from the heirs of the late J. G. Lingsweiler, has taken possession.

Raymore, Mo.—Having purchased the elvtr. and grain business of J. R. Barker I expect to make some improvements as soon as time will permit.—J. W. Kememer.

Carrollton, Mo.—The elvtr. of O. A. Talbott & Co., on the Wabash R. R., is practically completed, also the elvtr. of J. J. Wiggins, on the Santa Fe and C. B. & Q. railroads.—X.

Flemington, Mo.—S. M. Cook is no longer in the grain business. The W. P. Blackwell Grain Co., which has been in business here for several months, is contemplating installing a testing apparatus.

Atherton, Mo.—Mart Sullivan is pres. of the Atherton Elvtr. Co., which was recently incorporated, and the undersigned is sec'y-treas. We operate a 12,000 bu. elvtr., which is located on the Santa Fe Ry.—H. E. Barclay.

Springfield, Mo.—The Greene County Farmers Ass'n, which is composed of 60 other minor organizations over the county, is planning to build elvtrs. at different shipping points thruout the county. Walter Wadsworth is pres.

St. Joseph, Mo.—The elvtr. of the St. Joseph Public Elvtr. Co. is having a conveyor for loading and unloading grain installed. The company is expending \$25,000 for improvements to the plant, and hope to have it ready for the new crop.

Because of the need of more revenue the Missouri Grain Inspection Dep't has decided to cancel the agreement under which grain previously inspected in Kansas was reviewed at 15c a car. All grain from points outside of Missouri will be subject to a fee of 50c a car after July 1. The Kansas dep't may take similar action.

St. Joseph, Mo.—The old Great Western Elvtr., in North St. Joseph, will be repaired and put in operation by the Gunnell-Windle Grain Co. It will be thoroughly overhauled, and equipped as a rapid handling elvtr. New machinery will be installed and double track switching facilities for 100 cars will be laid. When finished the elvtr. will have a capacity of 150,000 bus. The cost of the improvements will be \$20,000.

KANSAS CITY LETTER.

The directors of the Board of Trade are considering advancing the price of memberships to \$25,000.

Arthur B. Kelley has been admitted to membership in the Board of Trade, on the certificate of his father, John Kelley, deceased.

J. W. Huffine has been elected to membership in the Board of Trade, on transfer of the membership of J. W. Bomgardner, deceased.

Lieut. Donald Moffatt, son of E. O. Moffatt, of the Moffatt Grain Co., has just received his commission in the artillery at Columbia, S. C.

C. S. Leach, formerly of the New Orleans office of the Langenberg Bros. Grain Co., of St. Louis, will have charge of the office which the company recently opened in this city.

C. M. Brown, who has been in the sales dep't of the Larabee Flour Mills Corporation for the past 2 years, has resigned, and is now sales mgr. for the Consolidated Flour Mills Co., with headquarters at Hutchinson, Kan.

ST. LOUIS LETTER.

John R. Bailey and Boyd S. Lusk have applied for membership in the Merchants Exchange.

Vincent Jones, formerly with Jones & Wise, is now connected with the Langenberg Bros. Grain Co. He will represent that firm on the Merchants Exchange, both in the cash grain and futures dep't.

C. R. Benham is now traveling solicitor for the Bruce Bros. Grain Co. He formerly traveled for the Corn Products Co.

At a regular meeting of the board of directors, held May 28, the Empire Elvtr. was made regular under the rules of the Board of Trade.

Robert F. Scott, who has been wheat salesman for the Picker & Beardsley Com. Co. for several years, has resigned to accept a position with the Goffe & Carkener Co.

The amendment of Paragraf 6, of Sec. 6, of Rule 8, of the rules and by-laws of the Merchants Exchange, which was voted upon at a special election held July 1, was carried by a large majority.

The T. F. Petri Grain Co. has been organized to succeed the Thomas Aikin Grain Co. T. E. Petri will be pres. of the new company, and Thomas Aikin will be vice-pres. After over 40 years in the grain trade in this city Mr. Aikin will retire from active business.

The Seele Elvtr. Co. incorporated; capital stock, \$100,000; incorporators, Fred W. Seele, William P. Seele, Eugene W. Seele, and others. The company has leased the Mississippi Valley Elvtr., which has a capacity of 1,500,000 bus., and will operate it this coming season. L. A. Cash, who had charge of the elvtr. when it was operated by the Pendleton Grain Co. and the Schreiner Grain Co., will continue as mgr. for the Seele Elvtr. Co.

MONTANA

Nashua, Mont.—E. C. Stevens is pres. of the Farmers Elvtr. Co., and Mac Sholtus is sec'y-treas.

Harlowton, Mont.—Electric equipment to replace the steam plant is being installed by the Montana Flour Mills Co.

Dillon, Mont.—I. F. Hunsaker has been elected pres., and Pearl I. Smith, sec'y-treas. of the Beaverhead Elvtr. & Mlg. Co.

Chester, Mont.—Emil Reiner, formerly agt. for the St. Anthony & Dakota Elvtr. Co. at this place, has removed to Billings.

Hobson, Mont.—W. J. Davidson has disposed of his interest in the Judith Mlg. Co. to his partner, S. B. Fairbank. The plant will be thoroughly overhauled and new machinery will be added.

Wilsall, Mont.—We will enlarge our elvtr. this year, and will install a double leg, and distributing spout.—Farmers Exchange of Wilsall, V. P. Quinzy, mgr.

Fort Benton, Mont.—The Imperial Elvtr. Co. closed its elvtr. here, Jan. 1, and the Greely-Schmidt Elvtr. Co. closed its elvtr. June 1.—Farmers Elvtr. & Trading Co.

Scobey, Mont.—Fire broke out in the elvtr. of the Farmers Elvtr. Co. recently but thru the efforts of the fire dept and citizens the building was saved from complete destruction.

Square Butte, Mont.—The elvtr. of the Montana Elvtr. Co., of Lewiston, is being remodeled and enlarged. J. F. Babcock, traveling auditor for the company, has arrived from Great Falls to supervise the work.

Shawmut, Mont.—An Equity local, to be known as the Progress local, has been organized south of this place by farmers, who are planning to build an elvtr. here before fall. The officers of the new local are J. F. Weltzin, pres., and R. E. Freeman, sec'y-treas.

Yegen sta. (Mossmain p. o.), Mont.—The Canyon Creek Mill & Elvtr. Co. is an organization of farmers, who invested in a small mill, which was never run to any extent. It is located on the Nor. Pac. Ry. and is still standing.—R. E. Robinson, agt. Occident Elvtr. Co.

Valier, Mont.—I am looking after the house of the Equity Elvtr. Co. until a new mgr. is hired to take the place of the former mgr., J. O. Osborne, who was killed in an automobile accident recently. The Equity Elvtr. Co. has no connection with the Valier Elvtr. Co.—H. W. Pond, agt., International Elvtr. Co.

Livingston, Mont.—The long delay in getting its machinery caused by the embargo on freight shipments last fall compelled the Park Mlg. Co. to let its stores of grain go by, but the plant will be ready to operate on the earliest grain that comes to the market this fall. The machinery is now all in place, and all the equipment is right up-to-date.

Helena, Mont.—The convention of the Northwestern Grain Dealers Ass'n will be held in The Placer at Helena, Friday, July 26. A session will be held in the morning, another in the afternoon, winding up with a social affair in the evening. All attendants are requested to arrive the day before the meeting. The two sessions will be mainly business, with talks limited to the point. Arrangements are for a very instructive and pleasant time.—H. N. Stockett, sec'y Great Falls, Mont.

Roberts, Mont.—During a severe electrical storm recently lightning struck the large elvtr. of the Occident Elvtr. Co., setting fire to the building and threatening its destruction. The building was saved thru the presence of mind of Ben Ladd, mgr. for the Treasure State Grain Elvtr. Co., who worked himself to the top of the building on a manlift and put out the blaze with a chemical extinguisher. Mr. Ladd saw the lightning strike and the blaze flare up, and knowing that the mgr., Tom Ingham, was away, he gathered up an extinguisher and made his way to the cupola of the structure. The lightning struck the peak of the elvtr., and tore down one side, ripping off several boards, but doing only slight damage.

NEBRASKA

Tarnov, Neb.—The Farmers Elvtr. Co. has installed a flexible spout holder.

Dunbar, Neb.—The Farmers Elvtr. Co. will engage a man to guard the elvtr.

Grafton, Neb.—The foundation has been laid for the elvtr. of the Hynes Elvtr. Co.

Petersburg, Neb.—Henry Benner, of Elgin, will be mgr. for the Farmers Elvtr. Co.

St. Edward, Neb.—The St. Edward Elvtr. Co. has put its elvtr. and coal bins up for sale.

Shelby, Neb.—The A. C. Dunning Grain Co. has installed a Boss Air Blast Car Loader.

Brock, Neb.—Welker Stiles is assisting at the elvtr. of the Farmers Union Co-operative Ass'n.

Atlanta, Neb.—A new engine has been installed in the elvtr. of the Atlanta Equity Exchange.

Deweese, Neb.—The elvtr. of the J. F. Grosshans Grain Co. has been sold to the Farmers Union.

Ravenna, Neb.—The elvtr. of the Ravenna Mills is being moved to a new location west of the mills.

Waco, Neb.—M. W. Spence, formerly of Beaver Crossing, is now mgr. for the Waco Grain & Coal Co.

Mason City, Neb.—The Farmers Grain & Livestock Shipping Ass'n incorporated; capital stock, \$5,000.

Greenwood, Neb.—The Farmers Elvtr. Co. will build a new elvtr. to replace the one damaged by fire.

Hay Springs, Neb.—Frank S. Ehrenberg is mgr. for the Nye-Schneider-Fowler Elvtr. Co. at this point.

Albion, Neb.—August Rathjen has resigned as mgr. for the Albion Elvtr. Co., and has removed to Lincoln.

Trenton, Neb.—Mr. Balderson, of Haigler, has succeeded M. J. Wagey as mgr. for the Trenton Equity Exchange.

Sholes, Neb.—Herman E. Foley, formerly agt. for the Trans-Mississippi Grain Co. at Castana, has removed to this city.

Wymore, Neb.—The Farmers Grain, Lbr. & Coal Co. will rebuild its elvtr., which was destroyed by fire several weeks ago.

Bostwick, Neb.—Giles Knapp, formerly of Mt. Clare, is now in charge of the elvtr. of the Farmers Elvtr. Co. at this point.

Riverdale, Neb.—The Farmers Co-operative Elvtr. Co. is building an addition to its elvtr. which will be used as an office.

Stanton, Neb.—The elvtr. of the Farmers Union is now under construction, and will probably be finished late this year.—X.

Arlington, Neb.—The Farmers Grain & Lbr. Co. incorporated; capital stock, \$40,000; Carl Vogt is pres. of the company.

Sweetwater, Neb.—James Freye, formerly of Seattle, Wash., is the new mgr. for the Highland Grain Co. at this place.

Loup City, Neb.—The report that Ivan Harden bot an elvtr. at this place is incorrect. No such person is known here.—X.

Callaway, Neb.—A Farmers Elvtr. Co. is being organized here. An elvtr. will be erected or purchased by the new organization.

McCandless Siding (Nemaha p. o.), Neb.—The elvtr. owned by Dick Curtis has changed hands, and Richard Knapp is now in charge.

Herman, Neb.—Roberts & Rose are erecting an elvtr. on their ranch near here. It will be used to store the grain used for feeding stock.

Madison, Neb.—Fred Underberg, formerly treas.-mgr. for the Madison Grain Co., has sold his interest in the company to Ross Wilberger.

St. Paul, Neb.—G. H. Bacon, of Lincoln, will move back to this city in the near future to again take charge of the plant of the Gooch Mlg. & Elvtr. Co.

Gretna, Neb.—The Duff Grain Co. has transferred me from Lebanon to this point. J. T. Wright, who was mgr. for the company here, has resigned to engage in other business.—D. A. Adams.

Union, Neb.—Mont Robb has accepted a position with the Hynes Elvtr. Co., of Omaha, as traveling representative, but will continue to live here.

Berlin, Neb.—Work has commenced on the elvtr. of the Farmers Union Co-operative Ass'n, and a Hall Signaling Grain Distributor has been purchased.

Grand Island, Neb.—The Highland Grain Co., of Sweetwater, has purchased a grain elvtr. at this place. Jay Highland, of Sweetwater, will be in charge.

Chappell, Neb.—The Farmers Elvtr. Co. has increased its capital stock from \$50,000 to \$75,000, and has elected J. E. Cave pres., and H. I. Babcock, sec'y-treas.

Alda, Neb.—The elvtr. of the Farmers Elvtr. Co. has been leased to G. E. Calnon for the coming year. Mr. Calnon formerly operated the elvtr. of the Omaha Elvtr. Co.

Dorchester, Neb.—The Fairmont Grain Co. has purchased the elvtr. at this place formerly owned by the W. J. Reid Grain Co. It will be operated in connection with the elvtr. at Fairmont.

Spring Ranch, Neb.—R. A. Bayles, formerly mgr. for the Grosshans Grain & Lbr. Co. here, has removed to Fairfield, where he is mgr. for the Hynes Elvtr. Co. of Omaha.

Beaver Crossing, Neb.—J. W. Allen has succeeded M. W. Spence as mgr. for the Farmers Grain Co., Mr. Spence having removed to Waco, where he will be mgr. for the Farmers Grain & Coal Co.

Tamora, Neb.—The Farmers Grain & Coal Co. will build an addition to its elvtr., also a new office. The undersigned has succeeded L. W. Heal as mgr. for the T. B. Hord Grain Co.—F. A. Lamdin, Sr.

Lebanon, Neb.—The new elvtr. of the Duff Grain Co. is completed and ready to handle grain. C. L. Bodwell has succeeded D. A. Adams as mgr., the latter having been transferred to Gretna by the company.

Scottsbluff, Neb.—The excavation for the elvtr. of the Ferguson Elvtr. Co., on its new site, has been completed, and the cement work on the foundation has started. The old elvtr., which is located on the Burlington R. R. right of way near the new freight depot, has been ordered removed.

Stratton, Neb.—Roy Cobb is now in our employ. We are repairing our elvtr. getting ready for the big crop of fall wheat. We are re-incorporating on a \$5,000 basis.—Farmers Grain, Live Stock & Supply Co.

Niobrara, Neb.—The Dolphin Jones Grain Co., of Omaha, has purchased the elvtr. of J. H. Marvin & Son at this place. The new owners are tearing the elvtr. down preparatory to erecting an up-to-date one in its place.

Fairfield, Neb.—The Hynes Elvtr. Co., of Omaha, is repairing its elvtr. An electric motor is being installed, also a car loader and a new office. R. A. Bayles, formerly mgr. for the Groshans Grain & Lbr. Co. at Spring Ranch, will be in charge.

Giltner, Neb.—We are building a new office, 16x24 feet, to cost about \$800. We are also repairing the elvtr. to some extent. Ed. Humphrey is pres. of the company and O. L. Huenefeld is sec'y.—Farmers Elvtr. Co., P. J. Hohnstein, mgr.

York, Neb.—The York Mlg. Co. has been using the elvtr. of the Udpikie Grain Co. for storage purposes only. The Udpikie people still own the elvtr., so far as I am aware. Pauly Bros. are not engaged in the grain business at this station.—X.

Oconto, Neb.—Farmers recently bot the old elvtr. of the Trans-Mississippi Grain Co. at this place, and are having it renovated in order to handle the new crop of grain. The elvtr. will probably be ready for business by the first of the month.

Beatrice, Neb.—The Nebraska Corn Mills Co. has let contract for the construction of a fireproof warehouse on the foundation of the old plant, which was destroyed by fire some years ago. The building will be of concrete and will have a capacity of 20 carloads of grain.

Sholes, Neb.—We have bot the grain elvtr. from Schwartz & Van Camp at this place, and will take possession July 1. The undersigned company has been incorporated and after July 1 will be the Slaughter-Prescott Elvtr. Co.—Wm. Slaughter Grain Co., Sioux City, Wm. Slaughter.

Hooper, Neb.—E. M. Sharrar, agt. for the Nye-Schneider-Fowler Grain Co. at this place, shot himself, June 28. He recently resigned his position to become agt. for the Farmers Co-operative Co. at West Point. Mr. Sharrar was 56 years old. He was alone in his office when he killed himself, but was found soon afterward by employes.

Scotia, Neb.—Lightning struck our elvtr. June 26, burning it to the ground with 3,400 bus. of corn, 5,600 bus. of oats, and 65 bus. of wheat. We had \$4,000 insurance on grain, and \$4,000 on buildings. We will lose about \$500 on grain after salvaging, and \$1,500 on building. We will rebuild at once on the old foundation. The engine and shafting, also the office fixtures were saved. Scotia Farmers Grain & Supply Co., Elmer West, mgr.

Superior, Neb.—The grain dealers of Southern Nebraska and Northern Kansas held a meeting, June 28, which was largely attended. It was held under the auspices of the Grain Exchange, and Geo. Scoular, pres. of the Exchange, presided. The speaker of the evening was E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n. E. Bossemeyer, Jr., D. R. Andrews, Head of the Inspection and Weighing Dept., F. L. Myers, Mr. Fleming, of Kansas City, and others made short speeches.

Frague, Neb.—J. V. Kasper, mgr. for the Prague Farmers Grain & Supply Co., sustained a serious injury recently while he and his assistant, Anton Petzelka, were trying to close a door on a railroad car. The latter was on top of the car hammering the door with a large steel bar, while Mr. Kasper worked it from below, when the bar accidentally slipped from Petzelka's hand, and striking Mr. Kasper on the head, knocked him senseless. He was removed to the hospital and is recovering.

OMAHA LETTER.

Joe H. Wright, mgr. for the Nebraska-Iowa Grain Co., was married recently in Los Angeles, Cal.

Mont Robb, of Union, is now identified with the Hynes Elvtr. Co., of this city, as traveling representative.

The Miller Cereal Mills are increasing their capacity from 5,000 bus. of corn per day to 10,000 bus. A new warehouse and office building have been erected, and 4 new concrete storage tanks are being constructed.

J. L. Welsh, for a number of years with the Omaha Elvtr. Co., has succeeded W. B. Young as mgr. of the Omaha office of the Vanderslice-Lynds Grain Co. Mr. Young, who resigned his position to join the army, was presented with a wrist watch by the members of the Grain Exchange.

NEW ENGLAND

Attleboro, Mass.—The office of the Attleboro Grain Co., which was broken into June 23, has been entered by burglars several times in the last few weeks.

Dighton, Mass.—E. Forest Drohen, formerly salesman for the Taunton Grain Co., at Taunton, has resigned to become mgr. for the Cushing Co., in this city.

Princeton, Mass.—Henry Daniels, mgr. for the branch of the Potter Grain Co. at Princeton Depot, has resigned to take a position with the street lighting dept. of Boston. He will be succeeded by his son, Clifton Daniels.

BOSTON LETTER.

Thomas Ronald, of Thomas Ronald & Co., and a member of the Chamber of Commerce, died June 26, in his 60th year.

Raymond F. Kiltbau, formerly of Chicago, is now the New England mgr. for the Larabee Flour Mills Corp., of Hutchinson, Kan.

The annual outing of the Flour & Grain Club was held at Suntaug Lake Inn., Lynnfield Center, Mass., on June 29. The trip was made by automobile and a program of sports took place at the lake.

Wallace E. Bacheiler has been elected pres. of J. E. Soper & Co., and Ernest A. Brown, vice-pres. Edward A. Shepard will remain treas. The present policy of the company will be continued. Walter E. Smith has resigned from the presidency of the company to become vice-pres. and sales mgr. for the Park & Pollard Co.

The com'te on resolutions of the Grain Board of the Chamber of Commerce has addressed the following to Henry B. Endicott, Food Administrator of Massachusetts: "The merchants dealing in flour, grain and flour substitutes desire by this resolution to express to Henry B. Endicott, Food Administrator of Massachusetts, their hearty appreciation for the co-operation shown by the Food Administration during the present time."

NEW JERSEY

Bordentown, N. J.—J. M. Ruder & Co. has the plant originally handled by P. F. H. Brakeley. They receive grain to supply farmers in this district. Do not ship any out.—X.

NEW MEXICO

Mountainair, N. M.—The Trinidad Bean & Elvtr. Co., of Trinidad, Colo., has started to build a bean elvtr. here. It will be equipped for the handling of grain and beans, but more particularly for beans. A No. 99 Clipper Cleaner will be installed.

NEW YORK

Geneva, N. Y.—C. C. Davidson is erecting an elvtr. with a storage capacity of 25,000 bus. It will cost \$20,000.

Brooklyn, N. Y.—In the design of our pier shed for the Gowanus terminal, we shall make provision for the possible future addition, on top of the shed, of a grain shipping gallery, about 1,200 feet long, with 2 belts of width not less than 36 inches, or more than 48 inches, with the necessary trippers, discharging spouts, etc., for putting grain into ships.—D. B. La Du, special deputy state engineer, Albany.

Buffalo, N. Y.—An immense bouquet of peonies, containing 30 different varieties, from the gardens of George Urban, Jr., was raffled recently in the Corn Exchange for the benefit of the Red Cross. A goodly sum was raised, and at the close of the market the winner auctioned off the bunch, which this time brot \$80. The last winner sent the flowers to the soldiers at the Fort Porter Hospital.

NEW YORK LETTER.

H. B. Signor, of Ware & Leland, Chicago, will remove here temporarily to take charge of the firm's office.

Richard A. Claybrook, pres. of the Produce Exchange, who has been seriously ill at his home in Plainfield, N. J., is very much improved.

The Food Administration Grain Corporation of New York has filed an amendment to its charter increasing its capital stock from \$50,000,000 to \$150,000,000.

Gerrit Jan Van Waveren, managing director of the North and South American branches of N. V. Van Waveren & Co., Holland's largest grain concern, died recently in this city aged 34 years. Mr. Van Waveren came here from Aarlem, Holland, a year and a half ago, and was a member of the Produce Exchange.

NORTH DAKOTA

Drake, N. D.—A Farmers Equity Elvtr. Co. has been organized.

Churchs Ferry, N. D.—F. H. Solberg will erect an elvtr., 32x28 feet.

Rock Lake, N. D.—The elvtr. of the Occident Elvtr. Co. is closed for the present.

Alsien, N. D.—The Farmers Elvtr. Co. has purchased the elvtr. of the Northland Elvtr. Co. at this place.

Washburn, N. D.—G. B. Burgum, formerly agt. for the Northwestern Elvtr. Co. at Arthur, has removed to this place.

Maddock, N. D.—The 2 elvtrs. of the Farmers Elvtr. Co. will be wrecked. They will be replaced by 2 large up-to-date buildings.

Sarles, N. D.—Kelso T. Gray, of Duluth, Minn., has removed to this town, where he has purchased an elvtr. which he will operate himself.

Dawson, N. D.—R. Hoffland, formerly agt. for the Monarch Elvtr. Co. at Oriska, is now mgr. here for the South Side Farmers Elvtr. Co.

Lisbon, N. D.—The Andrews Grain Co. will build a new office and engine room and will install a larger engine.—Equity Elvtr. & Trading Co.

Valley City, N. D.—The Russell-Miller Mlg. Co. is increasing its wheat storage by building 4 concrete bins, 20 feet in diameter and 70 feet high.

Oriska, N. D.—Geo. Bruns, mgr. for the Equity Elvtr. Co., who has been ill with rheumatism for several weeks, has gone to Jordan, Minn., for treatment.

Beach, N. D.—I have given up the management of the elvtr. of the Wibaux Elvtr. Co. at Wibaux, Mont., and have bot the Nelson Elvtr. at this place.—E. Lloyd.

Ayr, N. D.—Work has just been completed on the elvtr. of the International Elvtr. Co. Most of the old plant has been wrecked, new storage has been built, and motors have been installed. The work was done by the T. E. Ibberson Co.

Mantador, N. D.—The undersigned company has been incorporated for \$25,000. Charles Wolwode is pres. and H. A. Jacobs is sec'y-mgr. Mr. Jacobs was formerly mgr. for the Farmers Terminal Elvtr. Co. here.—Farmers Grain & Seed Co.

Des Lacs, N. D.—We will start to improve and repair our elvtr. the first part of July, and will be ready to operate about Aug. 1. We will handle all kinds of grain, as well as flour and coal. P. T. Berg is pres. of the company and the undersigned is sec'y.—Des Lacs Farmers Co-operative Elvtr. Co., John A. Borud, sec'y.

Antelope, N. D.—Clarence Lovelace, grain buyer for the Occident Elvtr. Co., was instantly killed by a Nor. Pac. Ry. train recently as he was driving across the tracks near the station. The view of the tracks was obscured for some distance and Mr. Lovelace did not see the approaching train until too late. He whipped up his horses, but the engine struck the buggy before it could clear the tracks.

OHIO

Marengo, O.—The Marengo Co-operative Co. has succeeded B. T. Hirst.

Celina, O.—We have increased our capital stock to \$100,000.—Buckland Mlg. Co.

Painesville, O.—The Nickel Plate Mlg. Co. has increased its capital stock from \$25,000 to \$125,000.

Deshler, O.—The Deshler Farmers Elvtr. Co. has increased its capital stock from \$25,000 to \$75,000.

Cavett sta. (Van Wert p. o.), O.—L. Black, formerly agt. for H. G. Pollock at Elgin, has been transferred to this station.

Farnham sta. (Weston p. o.), O.—N. G. Bennett, of McComb, has purchased the elvtr. of G. O. Cruickshank and taken possession.

Richey sta. (Van Wert p. o.), O.—Harvey Eikenberry will install 2 Hall Signaling Grain Distributors and 1 Hall Ear Corn Attachment.

Conover, O.—We will hold shares in the Conover Grain Co., which recently purchased our elvtr., when it is re-organized.—Brecourt, Wolcott & Co.

Kingston, O.—The Kingston Mill Co. will build an addition to its plant. It will be of reinforced concrete with a capacity of 30,000 bus. and will cost \$20,000.

Spencer, O.—The Spencer Equity Union Exchange Co. incorporated; capital stock, \$30,000; incorporators, T. B. Allison, N. E. Fuller, G. C. Fenstermaker and others.

Bucyrus, O.—H. D. Miller, who is buyer for the Sheath-Cunningham Co. of Tiffin, O., at this point, will install a new dump and a large cleaner in his elvtr. this fall.

Antwerp, O.—R. N. and R. D. Teegarden, of the Teegarden Grain Co., who have closed their elvtr. and placed it on the market for sale, have both joined the colors.

Jenera, O.—The Jenera Co-operative Grain & Supply Co. incorporated; capital stock, \$20,000; incorporators, L. J. Arras, F. H. Braemeller, Ralph Steinman and others.

Hardin sta. (Sandusky p. o.), O.—The Hardin Grain & Supply Co. incorporated; capital stock, \$20,000; incorporators, G. C. Miller, L. G. Yinges, Watt Laughlin and others.

Maplewood, O.—Robert Stephenson, of Mt. Victory, has purchased the plant of the Maplewood Elvtr. Co., and has taken possession. The business will be continued in the same name.

Bowling Green, O.—The Royce & Coon Elvtr. Co. was recently awarded damages against Clarence Potter amounting to \$2,876.53. The grain company claimed they contracted with Mr. Potter for 50 carloads of hay, but that the latter only delivered 15 carloads and refused to deliver the remainder.

Cincinnati, O.—Amendments to commission charges on grain and hay adopted by the Grain & Hay Exchange, are as follows, effective July 1: Wheat, 1%, minimum, \$15; rye, 1%, minimum, \$15; ear corn, 1%, minimum, \$15; shelled corn, 1%, minimum, \$10; oats, 1%, minimum, \$15; hay and straw, \$1 per ton, minimum, \$10; split cars, 1%, minimum, \$15.

Tiro, O.—A. R. Morse, pres. of the Co-operative Grain & Mlg. Co., underwent a successful operation at the Mansfield General Hospital, June 25. Mr. Morse suffered severe fractures of his right leg when he was thrown from a wagon during a runaway several months ago, and the bones never knitted perfectly, so he decided to undergo an operation.

New Bremen, O.—Lock Two Grain & Mlg. Co. has increased its capital stock from \$60,000 to \$100,000.

Cincinnati, O.—Two employees of the Early & Daniels Co. and 3 junk dealers were arrested recently for alleged wholesale thefts of grain sacks from one of the company's branches in this city.

OKLAHOMA

Billings, Okla.—L. L. Thorp has installed a Boss Car Loader.

Hydro, Okla.—O. E. Smith is leaving the grain business to enter the U. S. service.

Wagoner, Okla.—The Gilbert Grain Co. has installed a Boss Air Blast Car Loader.

Tulsa, Okla.—Fred W. Elder, formerly of Hastings, Neb., has removed to this city.

Afton, Okla.—J. M. Sheppard, of Norman, has bot the elvtr. and mill of Morgan Cox at this place.

Enid, Okla.—We have changed our head office from Lamont to this place.—T. C. Cones Grain Co., T. C. Cones.

Lamont, Okla.—The head office of the T. C. Cones Grain Co., formerly located at this place, has been removed to Enid.

Nowata, Okla.—C. B. Holloway, of Lenapah, has succeeded Frank Spencer as mgr. for the Rea-Patterson Mlg. Co. at this place.

Cashion, Okla.—I have sold my elvtr. at this place to the Plum-Stadler Grain Co. Mr. Stadler will continue to act as auditor for my other stations.—S. W. Hogan.

Jefferson, Okla.—We contemplate installing a manlift, and an automatic scale in our elvtr. and also putting iron siding on the house.—A. J. Batchelder, agt., Enid Mlg. Co.

Enid, Okla.—We have closed our office until conditions warrant our getting back into the grain business. I do not believe this will be until the war is over with.—White Grain Co., Ben U. Feuquay.

Burlington, Okla.—The Burlington Grain Co. has installed a new Howe 5-ton wagon scale, and the Kansas Flour Mills Co. is now installing a new Howe 5-ton wagon scale at its elvtr.—Burlington Grain Co., Luther Martin, mgr.

Geary, Okla.—A lad, 11 years of age, recently fell in a bin over the driveway of the plant of the Hinton Mlg. Co., and narrowly escaped serious or fatal injury. Workmen, who seized a railroad iron, broke the bin and saved the lad.

Mountain View, Okla.—The Farmers Mill & Grain Co., of El Reno, has bot the elvtr. of the Mountain View Grain Co. at this place, and F. E. Loomis, of El Reno, will be in charge. The elvtr. will be operated in connection with the plant at El Reno, and under the same title, the Farmers Mill & Grain Co.

Bartlesville, Okla.—The Rea-Patterson Mlg. Co., of Coffeyville, Kan., will erect an elvtr. of 4,500 bus. capacity in this city, on the M. K. & T. Ry. right of way. The cost will be about \$8,000. It will be constructed of wood, on a concrete foundation, and will be thoroly up-to-date in equipment. The elvtr. will be erected in such a manner that it can be easily enlarged to 10,000 bus. capacity.

El Reno, Okla.—We have bot the elvtr. of the Mountain View Grain Co., at Mountain View, and F. E. Loomis, of this city, will have charge of the elvtr. there. We will operate the elvtr. in connection with our plant here, and under the same title, Farmers Mill & Grain Co. We have installed a 30-h.p. electric motor to replace the 32-h.p. Fairbanks Morse Gasoline Engine in our plant here, and will also install a Boss Air Blast Car Loader.—Farmers Mill & Grain Co., P. N. Kroeker.

OREGON

Hay Canon sta. (Klondike p. o.), Ore.—The Farmers Elvtr. & Supply Co., of Moro, which is building an 80,000 bu. capacity bulk elvtr. here, has succeeded the Moro Co-operative Whse. Co., of Moro.

Freewater, Ore.—The Preston-Shaffer Mlg. Co. has let contract for 2 Hall Signaling Grain Distributors to be installed in its elvtr.

Portland, Ore.—Kerr Gifford & Co. will build an extensive addition to their plant. The building will be of mill construction and will be 4 stories high. It will be completed in time to take care of the coming crop.

Ione, Ore.—The Farmers Elvtr. Co. and the Farmers Union Whse. Co. are two separate companies, but the latter company will soon dissolve and go out of business.—Ora J. Barlow, agt., Farmers Union Whse. Co.

Imbler, Ore.—We have equipped part of our warehouse for the handling of bulk grain, having bins for about 60,000 bus. bulk. This still leaves us about half of our warehouse for the handling of sacked grain.—Imbler Flouring Mill Co.

Salem, Ore.—The Oregon Public Service Commission has issued an order adopting new standard grades for wheat and shelled corn to comply with the standards established by the sec'y of agriculture on April 13, and which will become effective July 15.

Klamath Falls, Ore.—Martin Bros. are rushing their big double elvtr., which is located by the side of their new warehouse, to completion. It will contain 18 grain bins with a capacity of 200,000 bus. of grain. It is expected to be completed by the time threshing commences.

Freewater, Ore.—The concrete elvtr. under construction at the Peacock Mill will consist of 6 tanks and 14 bins, with a total capacity of more than 100,000 bus. The distance from the bottom of the grain pit to the top of the structure will be 116 feet. The cost, exclusive of the machinery which will be up-to-date in every respect, will be \$40,000.

Moro, Ore.—We are building a bulk elvtr. of 80,000 bus. capacity of crib construction at Hay Canon sta. (Klondike p. o.). The Moro Co-operative Whse. Co. has been succeeded by the undersigned company. W. S. Powell is pres. of the company, and W. H. Ragsdale is sec'y-treas. All business will be transacted at this place.—Farmers Elvtr. & Supply Co.

Alcel, Ore.—We have worked part of our warehouse over and made bin capacity of 40,000 bus. for bulk wheat. This still leaves us half of our warehouse for the handling of stacked grain. The Alcel Farmers Elvtr. Co. is building a 100,000 bu. concrete elvtr., but we are not connected in any way with that company.—Grande Ronde Grain Co., M. W. Kiddle.

Portland, Ore.—The Globe Grain & Mlg. Co. contemplates building a 2,000 bbl. mill, to adjoin its grain tanks. Frank L. Schull, who has been with the Portland Flouring Mills Co. for the past 27 years, will be gen'l mgr. of the Globe Grain & Mlg. Co.'s business in the Northwest with offices in this city. Mr. Morgan, who has been mgr. here for the past year, will return to Los Angeles, Cal., the main office of the company, which is known in California as the Globe Mills, to take the position of system mgr. of the grain dep't. J. H. Noyes, now in charge of the Seattle branch of the company, will be placed in charge of the grain dep't in this city. Mr. Noyes, who was formerly mgr. of the Portland office, will return to this city July 1. The new mgr. of the Seattle office has not been announced, but the office will be under the jurisdiction of Mr. Schull.

PENNSYLVANIA

Pittsburgh, Pa.—C. G. Burson, formerly traffic mgr. and supt. of the Grain & Hay Exchange, has resigned to become a member of George E. Rogers & Co.

Philadelphia, Pa.—Clarence S. Woolman, formerly of S. C. Woolman & Co., of this city, and now with the central forage dep't in Chicago, has been promoted to a captaincy in the quartermaster's corps.

SOUTH DAKOTA

Waverly, S. D.—The Farmers Elvtr. Co. will install a grain cleaner.

Lesterville, S. D.—The McCaull-Webster Elvtr. Co. is installing new spouting.

Fukwana, S. D.—The Farmers Elvtr. Co. has installed an automatic wagon dump.

Bradley, S. D.—Frank Rhodes is now mgr. for the McCaull-Webster Elvtr. Co.

Garretson, S. D.—The elvtr. of E. A. Brown has again been opened for business, with Ed. Ingelson as mgr.

Lake Norden, S. D.—The Lake Norden Farmers Elvtr. Co. is contemplating installing a grain cleaner this summer.

White Lake, S. D.—D. C. O'Brien has succeeded B. R. Lloyd as mgr. for the Farmers Elvtr. Co.—White Lake Mfg. Co.

Frederick, S. D.—The Home Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, L. B. Geisler and J. D. Gorder.

Tacoma Park, S. D.—The Tacoma Park Equity Exchange has elected O. Winnock, treas., and Ed. Nelson has been retained as mgr.

Madison, S. D.—Frank McGowan has succeeded E. W. Mueller as mgr. for this company.—Madison Farmers Elvtr. Co., R. C. Brown.

Nunda, S. D.—Wm. Rathjen has purchased the 2 elvtrs. of the Nunda Grain Co., which has discontinued business.—Farmers Elvtr. Co.

Beardsley, S. D.—The Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Fred Maas, G. M. Leischner, and John Litz.

Watertown, S. D.—J. F. Sankey, formerly mgr. for the Farmers Elvtr. Co. at Kranzburg, is now mgr. for the Farmers Elvtr. Co. at this place.

Estelline, S. D.—I have removed from Sanborn, Minn., to this place, where I have taken charge of the elvtr. of the Farmers Co-operative Co.—Atkinson C. Ruddy.

Goodwin, S. D.—Emil Hogie, mgr. for the Farmers Elvtr. & Supply Co., has enlisted in the aviation corps, and is now at the Dunwoody School, Minneapolis, Minn.

Sioux Falls, S. D.—George Rau has been transferred to Atlantic, Ia., by the Rothschild Grain Co., where he will succeed E. Rothschild, who has removed to Omaha.

Sioux Falls, S. D.—E. P. Tawney, formerly mgr. in this city for Lamson Bros. & Co., of Chicago, will take charge of the local office of the Merchants Elvtr. Co., of Minneapolis.

Columbia, S. D.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for the changing of equipment which was recently installed, and will be made to meet present requirements.

Brookings, S. D.—G. W. Van Dusen & Co. are making extensive improvements in their plant at this place. New legs and other equipment are being installed. T. E. Ibberson & Co., have the contract.

Rudolph sta. (Aberdeen p. o.), S. D.—Farmers in this vicinity have organized an exchange and will build a 30,000-bu. elvtr. here. Olaf E. Heilien is pres. of the company, and Herman Stellner is sec'y-treas.

Castlewood, S. D.—L. L. Preston has awarded contract for the erection of an up-to-date elvtr. to the T. E. Ibberson Co. The elvtr. will be used in connection with the farms that he operates in town, as well as for buying grain commercially.

Centerville, S. D.—The Farmers Elvtr. Co., which recently bot the elvtr. of F. M. Slagle & Co., is making it into an up-to-date plant. New legs, cleaner, motors and other equipment are being installed. The T. E. Ibberson Co. is doing the work.

Parker, S. D.—This company, which was recently organized, has purchased the elvtr. owned by C. P. Darby, which is located on the C. & N. W. Ry. C. P. Vandewater will be mgr. In addition to handling grain we will handle coal, twine, salt, oil meal, tankage and posts as side lines.—Farmers Union Elvtr. Co.

Vermilion, S. D.—At the annual meeting of the Farmers Elvtr. Co. it was voted to re-incorporate on a co-operative basis, and the concern will hereafter be known as the Farmers Co-operative Co. of Vermilion. The capital stock will be increased from \$25,000 to \$60,000. T. O. Ellison was elected pres. of the new company, and T. C. Maude, sec'y. O. L. Swenson was retained as mgr.

Clark, S. D.—Elrod & Henry have let contract to the T. E. Ibberson Co. for the erection of a large feed mill, having a capacity of 20,000 bus., all overhead storage. This is to be equipped with large feed grinders, cleaners, a number of legs, one 25-h.p. engine, and one 15-h.p. engine. Excavation has already been made for this plant and the work is under way. The cost will be \$12,000.

Clear Lake, S. D.—The Farmers Elvtr. Co., which has just passed its 20th milestone, has made application for a new charter, and will probably be reorganized. A number of improvements are contemplated, including the installation of a new grain cleaner, and a thoro overhauling of the plant. The Farmers Supply Co. was recently organized here, and efforts are being made to consolidate the old and the new organizations.

Brandt, S. D.—The new elvtr. for the Brandt Farmers Elvtr. Co. has just been completed and is ready for taking in grain. The elvtr. is thoroly up-to-date, and has devices for handling the different kinds of grain that have never before been installed in country elvtrs. The house is equipped with 4 legs, and has a large warehouse for sacked materials. The T. E. Ibberson Co. did the work. The Brandt Farmers Elvtr. Co. has also let contract to the T. E. Ibberson Co. for the erection of a potato warehouse which will have a capacity of 20,000 bus. It will be fully equipped with up-to-date machinery for handling potatoes.

SOUTHEAST

Rock Hill, S. C.—The Lesslie Brokerage Co. has started business here.

Thomasville, Ga.—In connection with our elvtr. we are installing a feed mill, a grist mill for making meal, and a peanut huller. We are also figuring on a small community flour mill.—Thomasville Elvtr. Co.

Valdosta, Ga.—We are going to erect a 15,000-bu. capacity elvtr. with standard equipment thruout, and expect to have it completed by Oct. 1. We will operate a grain warehouse in connection and will handle corn peanuts, velvet beans, and peanut hay. We will manufacture velvet bean meal, and make the peanut vines into meal for fillers. It is also our intention to erect a modern corn mill and grist mill to operate in connection.—Valdosta Mill & Elvtr. Co., Marion Curry, mgr.

TEXAS

Beaumont, Tex.—The Beaumont Grain Co. incorporated; capital stock, \$10,000; incorporators, J. S. Gordon, Ray Hoopes, and Max Malach.

El Campo, Tex.—The elvtr. of the El Campo Cotton Oil Co. has been purchased by the El Campo Rice Mills and is being moved to the property of the latter company.

Dalhart, Tex.—The plant of the Dalhart Mill & Elvtr. Co. is not being operated, and there is no milling machinery in the building. It is used for storage purposes at present.—F. D. Dulaney.

Sherman, Tex.—The plant of the Pittman & Harrison Co., together with grain and seed valued at \$125,000, burned June 24. The loss included 15,000 bus. of corn, cane seed to the amount of 15 cars, 3 cars of peas, 3 cars of millet, and 50,000 sacks. Only a small amount of wheat, barley and rye was burned. The entire loss will approximate \$250,000, the plant and equipment being valued at more than \$100,000. One carload of corn belonging to the Cotton Belt and standing on a siding was burned. Insured.

Dallas, Tex.—The E. A. Johnson Co. has succeeded the Lewis-Johnson Co. in this city.

Newton, Tex.—The Newton Grain Co. incorporated; capital stock, \$3,000; incorporators, A. A. McMahon, J. E. Josey and R. C. Miller.

Fort Worth, Tex.—The revocation of the federal license of the Walker Grain Co. is reported elsewhere in this number of the Journal. Federal Food Administrator Peden says this does not prevent fulfilling old contracts. In this connection, an application was made to Federal Judge E. R. Meek at Dallas for the appointment of a receiver for the Walker Grain Co., the Julian A. Ivy Grain Co., the Union Grain Co., and the Officer-Smith Grain Co., and Judge Meek issued an order to those concerns to appear before him and show cause why, if any, a receiver should not be appointed. A number of creditors filed intervention suits against some of these concerns.

UTAH

Ogden, Utah.—The plant of the Utah Cereal Food Co., which is located in this city, is now owned by the Albers Bros. Mfg. Co., of Portland, Ore., the latter company taking possession July 1. J. H. Hollister will be the local representative for the company, and the plant will be enlarged and the capacity increased.

Ogden, Utah.—Work has been started on the mill and elvtr., which the Globe Mfg. & Grain Co. is building in this city. The plant will consist of a mill, warehouse and elvtr., with a capacity of 500,000 bus. of grain. The elvtr. will consist of 20 concrete tanks; the mill will be 6 stories high, and the warehouse 4. The cost will be approximately \$750,000.

WASHINGTON

McCormick, Wash.—J. W. McCormick is building an elvtr.

Toppenish, Wash.—An elvtr. of 50,000 bus. capacity is to be built here. It will cost \$15,000.

Hartline, Wash.—A. Alexander & Co., of Wilbur, have purchased the Hartline grain and flour mill for \$87,000.

Spokane, Wash.—B. F. Stone has been appointed by the Bureau of Markets, U. S. Dep't of Agriculture, to conduct a grain and hay reporting system.

Hay, Wash.—Cox Bros. and Mark Brandon, who recently purchased the Hay Elvtr., will enlarge its capacity from 17,000 to 30,000 bus. and will install new machinery.

Kahlotus, Wash.—The Kahlotus Grain & Supply Co. is building an extension to its elvtr. here, increasing the capacity from 20,000 to 40,000 bus. The work is about completed.—X.

Pullman, Wash.—The Empire Elvtr. Co. is constructing a 2-story building, 14x34 feet, to house an up-to-date cleaning plant, which will be installed as soon as the new addition is ready for it.

Molson, Wash.—The Molson Union Elvtr. Co. has let contract for the erection of a second elvtr. at this place, work to begin at once. J. C. McDowell is pres. of the company, and G. B. Avery is sec'y-treas.

Colfax, Wash.—George L. Nell, mgr. for the Houser Grain Co. interests at this place for the past 6 years, has resigned. Eugene Frazier, of Enterprise, Ore., and A. V. Shanks, of Davenport, have been appointed to work in the office.

Seattle, Wash.—The United States Bureau of Markets has created a post of division supervisor, division 6, and has appointed D. J. Stubblefield to the position. Mr. Stubblefield's headquarters will be in this city, and he will have jurisdiction over Seattle, Spokane, Portland, San Francisco and Salt Lake.

WISCONSIN

De Forest, Wis.—The Brown Produce Co. will erect a new grain, seed and produce warehouse, and also an elvtr. H. P. Brown is mgr. for the company.

Osceola, Wis.—The machinery and other equipment of the flour and feed mill of the Osceola Mill & Elvtr. Co. is being transferred to the main plant here, which was enlarged recently.

Lomira, Wis.—The Star Brewing Co. recently installed a large wagon scale in its plant in connection with the one at its grain elvtr., where all kinds of grain is bot and sold in large quantities.

Middleton, Wis.—The Green Grain & Feed Co. was incorporated by members of the family of the late J. W. Green, who was in the grain business for over 50 years, to take over and continue the business.—Green Grain & Feed Co., W. S. Green, sec'y.

MILWAUKEE LETTER.

The interest rate on advances for the month of July is 7%.

Rialto Elvtr. "A," owned by the Chicago & North Western R. R., and operated by the Rialto Elvtr. Co., of this city, was closed July 6 for repairs and overhauling.

George A. Schroeder, mgr. of the freight buro of the Chamber of Commerce, has been notified by the Wisconsin Railroad Commission that it will not permit the carriers to establish a minimum switching charge of \$15 per car at this city, or other points in Wisconsin, without first making a full investigation and hearing. It is understood that the amended order of the director general requires local switching charges to be continued in effect after June 25, as at present published.

S. E. Trask, who was with the Taylor & Bournique Co. in this city for the past 3 years, has removed to Minneapolis, where he is in charge of the coarse grain dep't of the International Grain Co.

Clinton B. Fisk and John B. Toner have been elected to membership in the Chamber of Commerce, and the memberships of Cecil E. Grimes and F. F. Clapp have been transferred.

Raymond Henry Niesen, of the U. S. Marine corps, was killed in action in France between June 2 and 10. He enlisted a year ago while in the employ of the Taylor & Bournique Co.

We are indebted to Sec'y H. A. Plumb for a copy of the 60th annual report of the Chamber of Commerce. It contains a complete list of the officers, com'ites, members of the exchange, and names of the presidents since 1858. Statistics covering the receipts and shipments of grain, ranges of prices, monthly inspection, etc., are given. It also contains the charter and rules of the body, and the amendments adopted since the publication of the 59th annual report. The volume has a splendid index, and contains much valuable information.

WYOMING

Riverton, Wyo.—The Riverton Roller Mills is contemplating erecting an elvtr. to handle this year's crops.

Burns, Wyo.—Our 40,000 bu. elvtr. is nearly completed. We have put in 2 stands of elvtrs., Hall Distributors, Richardson Automatic Scales, and a cleaner. We are using our old engine, which was in a cement building away from our elvtr. and was not burned.—Farmers Elvtr. & Mlg. Co., Thos. P. McQueen, mgr.

Can Not Demand Security After Closing Contract.

Arbitration Com'ite No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, Geo. P. Bissel and J. R. Murrel, Jr., decided in favor of defendant, St. Joseph Hay & Grain Co., St. Joseph, Mo., and against plaintiff, Mayo Milling Co., Richmond, Va., which had made claim for damages growing out of cancellation of contract for 10,000 bus. of No. 3 white corn.

Shipments were started by defendant, but when the drafts arrived they were refused payment by plaintiff, until defendant should give security to protect plaintiff against possible failure of the corn to grade cool and sweet on arrival as provided in the contract.

The Arbitration Com'ite held:

The plaintiff should have asked for security at the time of the contract and was not justified in refusing to pay draft in accordance with the terms of the contract, because the defendant failed or refused to deposit security.

The plaintiff was also negligent because he did not wire defendant when the drafts were presented instead of refusing payment and allowing the drafts to go to protest with only mail notice to the defendant. If the matter had been taken up by wire at the time the drafts were presented, the matter would have, undoubtedly, been adjusted to the satisfaction of both parties.

Plaintiff alleges that he expected to receive the three cars of corn which were in transit when the controversy arose. We find that he was not justified in this presumption, as defendant's message of Feb. 1 plainly states that the entire 10,000 bus. was cancelled.

We find for the defendant and assess the cost of arbitration against the plaintiff.



THERE'S MA' HUCKLEBERRY
I'VE SEEN THOSE CARS IN EVERY
BURG ON THE MAP AND BELIEVE
ME I'M SOME TOURIST.

Grain Carriers

EASTERN CARRIERS have petitioned the Interstate Commerce Commission for permission to cancel the $\frac{1}{4}$ c elevation allowance.

A CARGO of 75,000 bus. Argentine flaxseed was taken by the steamer La Salle recently from Buffalo to Duluth, for reshipment to Minneapolis.

OPERATION of the Cincinnati, Findlay & Fort Wayne Railroad has been ordered continued by Director General McAduo, largely on account of the sugar beet crop along the 80 miles of road.

ON COMPLAINT by the Terrell Commercial Club, Terrell, Tex., the Interstate Commerce Commission has ordered the Texas & Pacific Ry. Co. to correct the adjustment of rates on grain and grain products between Dallas, Greenville and Terrell.

JULY 17 at 10 o'clock a hearing will be had on investigation and suspension docket No. 1161, in the Federal Building at Chicago before Examiner Bell of the Interstate Commerce Commission. This includes reconsignment case No. 3, and the reconsignment and diversion rules.

THE NATIONAL INDUSTRIAL TRAFFIC League will hold its summer meeting Aug. 15 and 16 at the Hotel Statler, Cleveland, O. An invitation to be present will be extended to concerns not members and to traffic representatives of ass'ns not members, thru Mr. E. F. Lacey, assistant sec'y, Chicago, if members will kindly suggest their names.

ST. LOUIS has a great opportunity to expand its river traffic, if it is to share the rail movement. The combined inbound and outbound tonnage during the year amounted to 76,278,039 tons, of which only 150,380 tons was carried by water. Less than one-fifth of 1 per cent of the freight tonnage into and out of St. Louis was carried on the river.

RAILROADS have recently been granted permission by the Interstate Commerce Commission to pay the following claims: Caldwell Milling & Elevator Co., \$70 on a car of wheat, Parma, Idaho, to Baltimore, Md., from the Oregon Short Line; Star & Crescent Milling Co., Chicago, \$21 on four cars of wheat, Minneapolis to Chicago, from the Soo Line; Standard Cereal Co., \$632 overcharges on 10 cars of corn, Chillicothe, O., to Battle Creek, Mich., from the B. & O. Southwestern.

W. C. KENDALL, manager of the car service section of the U. S. Railroad Administration has issued circular CS-12 providing that when two or more shipments are loaded in one car no diversion or change of destination or reconsigning in transit will be allowed, except where, under published rules, it may be in the same direction and over the same route as in the initial shipments after previous shipments have been unloaded. Movement to final destination will not be considered a reconsignment. Double or triple loading of consignments billed "shippers' order," will not be permitted unless the name and address of the party or firm to be notified is shown on the original shipping instructions and the location of such party or firm is at the billed destination of the consignment.

EFFECTIVE June 14, 1918, via the Pere Marquette Ry., and July 10, 1918, via the Grand Trunk Ry., the rates from Milwaukee and Manitowoc, Wis., to points in Eastern Trunk Line Territory (east of and including Buffalo, Pittsburgh, etc.), on grain and grain products breaking bulk on both sides of Lake Michigan have been increased to the basis of the rates applicable via all rail or car ferry routes. Heretofore these break-bulk rates have been 1 cent per 100 pounds less than the rates via all rail or car ferry routes.

ON GRAIN ex-lake from Buffalo, Oswego, N. Y., Erie, Pa., West Fairport, Ohio, and Lake Huron, Georgian Bay, Detroit River and St. Clair River Ports, including elevation charge of 5-8 cent per bushel and charge of 1-4 cent per bushel for 5 days' storage, the following rates have been made, effective June 25: to Boston, domestic, wheat 12c; corn, 11.3; oats, 6.8; rye, 11.3; barley, 9.8 and flaxseed, 12. To New York the domestic rates are lower. For export Boston and New York take the same rates, as follows: wheat, 9.8; corn, 9.2; oats, 5.7; rye, 9.2; barley, 7.8 and flaxseed, 9.8c. From Erie, Pa., and West Fairport, Ohio, the rates (except on flax seed) to Baltimore, domestic, are the same as to Baltimore, export.

A RATE initiated by the United States Railroad Administration can not be lawfully altered by the Commission, except on complaint after hearing at which the United States Railroad Administration is entitled to be heard. It follows that inasmuch as a new freight rate structure becomes effective June 25th, next, some of these rates might conflict with orders which the Commission might enter prescribing rates for the future, even though the orders were entered on the basis of the records in complaints now pending before us. It seems, however, that in certain cases the Commission can make lawfully effective orders in proceedings brought prior to such Federal initiation of rates. Thus any pending complaint, where the complainant desires to use the finding of the Commission as a possible basis for a suit at law for reparation, will be disposed of on the present record so far as that matter is concerned. The same is true of cases pending in so far as they seek reparation for damage from rates unlawfully exacted. Allegations of discrimination may, in certain cases, be disposed of on the records now before us. We do not pre-judge the question which has been raised whether by amendment to pleadings in pending cases the United States Railroad Administration may be made a party against which a lawfully effective order may be entered. —Announcement June 20 by Interstate Commerce Commission.

C., B. & Q. in grain and seed circular, sup. 18 to 3662-F, quotes an advance to \$2.50 per car on traffic from points north of Fulton, Ill., destined to or beyond Chicago, on grain, flaxseed, sorghum seed, timothy seed, millet seed and grass seeds for cleaning at Fulton, Ill. When cleaning point is directly intermediate to destination no extra charge.

ILLINOIS T. S. in 268-B gives joint rates on grain and grain products from its stations to Wabash Co. stations in Indiana, Ohio and Michigan, effective June 20. The 83 stations on the I. T. S. and 118 stations on the Wabash to which the rates apply are grouped in classes and alphabetically indexed. To 20 Michigan stations including Detroit the rate is 12c from points in group A and 13c from points in groups B and C.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C., B. & Q. in sup. 16 to G. F. O. No. 2964-C quotes rates on classes and commodities, effective June 25.

Mich. Cent. in sup. 3 to 9840-A quotes rates on corn from its stations to Canada, effective July 10.

Wabash in I. C. C. 4581 cancels E-10778 on terminal absorption on grain at Chicago, effective July 12.

C., B. & Q. in G. F. O. No. 849-G quotes rates on grain and grain products from stations in Illinois, Iowa and Missouri to Atlantic seaboard, interior and Eastern Canadian points, effective June 25.

C., B. & Q. in 10743-F quotes 7c on all grain from Kentland, Lisbon Center, Central and Saratoga, Ill., to Chicago, East Joliet and Joliet via Yorkville, Ill., Aurora, Eola and E., J. & E. Ry., effective June 25.

C. & A. in 1614-C gives joint and proportional rates on grain from stations in Illinois to Aurora, Ind., Cairo, Ill., Cincinnati, O., Evansville, Indianapolis, Owensboro and Louisville, Ky., and Illinois points on the M. & O., effective June 24.

Monon has published a useful table showing the exact new rate of freight for each cent and fraction of a cent of the old rates, for the convenience of shippers and its agents, as a "Special Supplement to Tariffs."

C., B. & Q. in sup. 50 to G. F. O. No. 5100-B gives rates on flaxseed, grain, grain products, hay and commodities taking same rates, between Iowa points and Chicago, Peoria and East St. Louis, effective June 25.

Erie in a special supplement gives exceptions to the table of increased freight rates. The rate on grain from group 1 will be 27c to Baltimore, domestic and export. From group 1 the rate to Boston will be 32c domestic and 28½c export; New York, 30c domestic and 28½c export.

C., B. & Q. in sup. 50 to G. F. O. No. 4000-B gives local, joint and proportional rates on grain, grain products and seeds between Chicago, Peoria, St. Louis, Minneapolis and St. Paul and stations in Iowa and Missouri, to Brookport, Ill., Metropolis, Ill., Cairo, Memphis, Tenn., Mobile, Ala., and New Orleans, La., effective June 25.

A., T. & S. F. in 5655-X quotes rates on grain and grain products from points in Missouri, Kansas, Colorado (east of Colorado common points), Oklahoma and Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., and also to Beaumont, Tex., when destined to gulf ports, effective June 25. The same tariff republishes all the rules governing grain shipments to Galveston for export.

ILLINOIS T. S. in special supplement to tariffs provides that specific commodity rates on wheat named in Tariffs Nos. 450-A, 472-A and 268-B, I. C. C. Nos. 299, 306 and 310, respectively; Tariff No. 267-A, I. C. C. No. 132 and prior Supplements Nos. 4, 7, 8 and 9, Tariff No. 475-A, I. C. C. No. 312 and prior Supplement No. 1; and Tariff No. 475, I. C. C. No. 291 and prior Supplements Nos. 2 and 3 are hereby advanced in accordance with table of rates shown on pages 4 to 6, provided that in no case will the total amount of the advance exceed 6 cents per 100 pounds, on grain other than wheat, named in Tariff Nos. 450-A, 472-A and 268-B, I. C. C. Nos. 299, 306 and 310, respectively; Tariff No. 267-A, I. C. C. No. 132 and prior Supplements Nos. 4, 7, 8 and 9; Tariff No. 475-A, I. C. C. No. 312 and prior Supplements No. 1; and Tariff No. 475, I. C. C. No. 291 and prior Supplements Nos. 2 and 3, rates on wheat increased as provided herein will apply.

Supply Trade

EVERY ADVERTISEMENT ought to show its own family resemblance.—*Commercial Union.*

HARTFORD, CONN.—The SKF Ball Bearing Co. has increased its capital stock from \$2,000,000 to \$2,600,000.

A MINIMUM of 3.1c per pound for news print paper was fixed June 19 by the Federal Trade Com'n. The previous price was 3c.

THE HUMAN MIND is so constructed that it is appreciably affected by repetition—and, after all, advertising is only repetition.—*Truman A. DeWeese.*

MINNEAPOLIS, MINN.—C. E. Bird & Co. have moved from the Corn Exchange Building to 303 South Third St., the former location of the Wilford Mfg. Co.

ONLY by knowing the character of the circulation of mediums can the advertiser pick the right circulation to carry the right message to the right place.—*R. L. M.*

SIDNEY, O.—M. J. Young, long with the Philip Smith Mfg. Co., has gone into the officers' training camp and will help chase the Kaiser out of Mittel-Europa before Christmas.

CEDAR RAPIDS, IA.—Articles of incorporation have been filed for the Newell Construction & Machinery Co. Incorporators are Chas. E. Newell, E. B. Cook, D. M. Newell and others. Capital stock, \$150,000.

ALL BRANCHES of the building construction industry have been called by Pres. Harry A. Wheeler, of the Chamber of Commerce of the U. S., to meet in Atlantic City, July 15-16, to form a War Service Com'te.

CHICAGO, ILL.—A new discount sheet for use with the H. Channon Co.'s catalog No. 80 of machinery, tools and supplies has been issued by the company and is ready for distribution. Readers of the Journal who desire a copy may obtain it upon request.

YES, there are a great many advertising failures. Yet statistics say that only five out of every hundred businesses organized succeed. The percentage of successes among those that included advertising in their foundation is much greater.—*The Mahin Messenger.*

CONTRACT to design and superintend the construction of a 2,500,000-bu. reinforced concrete elevator at Buenos Aires, Argentina, has been let to the John S. Metcalf Co. Machinery, steel and necessary construction materials are to be purchased in the United States, and work is to start immediately. The plant is to be operated by the Pampa Grain Co.

AN INCREASE of 10c an hour in wages of workers in the wood pulp and news print paper industry was awarded recently by the War Labor Board. At the same time the Board made public a letter to the Federal Trade Com'n recommending that news print paper prices recently fixed be reconsidered to determine whether there should be a further increase to cover the advanced cost of production. The wage advances are binding upon 19 companies and affect the membership of 8 unions, and they give inside day workers the lowest rate, 38c an hour, increasing for more skilled trades to a minimum of 50c an hour for mechanical repairmen.

SCHENECTADY, N. Y.—The second edition of Bulletin No. 41302A on polyphase induction motors has been issued by the General Electric Co. It gives a general explanation of the design and construction of this type of motor, together with complete specifications and dimensions for Types K, KT and KG, Form B, induction motors. The information which it contains is quite valuable. Readers of the Journal may obtain the Bulletin by writing the company.

IN A LETTER addressed to Senator William M. Calder by Sec'y of the Treasury McAdoo he defines the attitude of the Treasury Dep't on building during the war. He states that capital which is needed during the period of the war should not be employed in the construction of unnecessary buildings at this time, but that there has never been any suggestion that buildings actually needed for the health and protection of the civil population or for the conduct of the essential business of the country should not be constructed during the war.

Grain Dealer's Son Dies of Battle Wounds.

Lieut. James Hayes Hughes, son of J. A. Hughes of the J. A. Hughes Grain Co., Howe, Tex., has made the supreme sacrifice and has given his life in defense of the downtrodden of the world.

Lieut. Hughes, whose portrait is reproduced herewith, was born May 1, 1893, at Howe, where he lived continuously until he entered the service of Uncle Sam. He entered the first officers' training camp at Leon Springs, Tex., and was graduated with honor with the rank of second lieutenant, and after a few days' visit at home he was ordered to New York, embarking in August, 1917, for France. There he served with the American forces until he was disabled by wounds received in battle on June 5. His death occurred the following day.

On Dec. 9, 1914, Lieut. Hughes was married. Mrs. Hughes died in May, 1916, leaving a daughter who is now about three years old, and who lives with her maternal grandparents. It is the hope of the people of Howe that sometime they may be able to bring back the remains of Lieut. Hughes for interment by the side of his wife in the local cemetery.

The grain trade of the country feels deep sympathy with the mother and father of Lieut. Hughes in their bereavement.



Lieut. James Hayes Hughes, Howe, Tex., Deceased.

WE ARE READY FOR BUSINESS

Through the Food Administration Grain Corporation the grain business of the country practically has been turned back to grain dealers.

It is now our business to demonstrate that we can wisely and economically handle the great grain crops of this country, including wheat. Our facilities ramifying in many directions from Chicago, which include large storage and excellent drying facilities, are at your service.

Men trained for years in the grain business, who know how to get satisfactory results, welcome an opportunity to serve you efficiently.

Send us your consignments.

Wire us collect for bids.

Send us samples of your grain.

Read the weekly Rosenbaum Review.

J. ROSENBAUM & GRAIN CO.

Chicago
Kansas City
Oklahoma City
Fort Worth

Galveston
New York
New Orleans
Omaha

Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

Universal Grain Code

Is just the code you need; a small book, 146 pages, containing 13,745 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code supplement for U. S. wheat and corn grades supplied free with each copy.

Extra copy of the grade supplement sent free upon receipt of 2 ct. stamp.

GRAIN DEALERS JOURNAL
305 So. La Salle Street, Chicago, Ill.

Seeds

LAWRENCE, KAN.—Max Wilhelmi, vice-pres. of the Barteldes Seed Co., died recently at Kansas City, Mo., aged 65 years.

RHODES GRASS is reported by the U. S. Dept. of Agriculture to be growing rapidly in popularity in Florida and Southern Texas.

TREMONTON, UTAH.—The Vogeler Seed & Produce Co. of Salt Lake City, has let the contract for the construction of a large elevator.

HOUSTON, TEX.—The San Jacinto Seed Co., incorporated; capital stock \$10,000; incorporators, J. P. R. Rikard, R. Gerard, and J. D. Franklow.

THE CONGRESSIONAL free seed distribution of 1917 required 12,170,448 packages of vegetable seed and 3,812,467 packages of flower seed, besides 12,735 packages of lawn grass seed.

INDIANAPOLIS, IND. — The com'te on seeds of the Board of Trade for the ensuing year as recently appointed is composed of Edward M. Burge, Tully C. Crabbs and Leroy Urmston.

COLUMBUS, O., July 1.—The acreage of field beans compared with last year is 101 per cent; and the condition is 95, against 94 per cent last year.—N. E. Shaw, sec'y State Board of Agriculture.

LANSING, MICH., July 3.—The condition of clover compared with an average is 82. The acreage of buckwheat compared with last year is 93, of beans 88 and peas 95.—Coleman C. Vaughan, sec'y of state.

OKLAHOMA CITY, OKLA., June 30. — Condition of kafir is 83%, milo 82%, sorghum 85%, broom corn 84% and alfalfa 78%. All grain sorghums are in good condition and show up better than last year at this time by approximately 10 per cent.—Frank M. Gault, pres. Oklahoma State Board of Agriculture.

EVANSVILLE, IND.—William H. Small & Co. have increased their capital stock from \$300,000 to \$650,000. W. H. Small says that additional capital is required to take advantage of increased profits due to the rapid growth of the company. The seed and grain business of W. H. Small & Co. was established in 1892 with a few hundred dollars capital and the growth of the business has been rapid.

Imports and Exports of Seeds.

April imports and exports of seeds, compared with April, 1917, and for the 10 months prior to May 1, compared with the corresponding 10 months of 1916-17, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	April		10 mos. ended April	
	1918.	1917.	1917-18.	1916-17.
Flaxseed, bus.	2,658,026	465,188	9,946,327	9,874,913
Red clover, lbs.	261,966	276,325	496,746	5,044,801
Other clover, lbs.	379,904	717,958	6,065,661	11,372,688
Other gr. seed, lbs.	371,122	900,588	5,827,286	8,289,352
Sugar beet, lbs.	2,427,446	221,965	14,657,442	14,400,781
EXPORTS.				
Flaxseed, bus.	4,435	317	20,599	819
Clover seed, lbs.	321,872	622,422	9,328,916	5,449,202
Timothy, lbs.	239,400	913,885	8,077,560	14,155,217
Other gr. seed, lbs.	182,161	606,449	3,386,741	4,697,579

TOLEDO, O.—October clover lost much of last week's advance. Trade is more active. Crop outlook promising. It was favored with good rains after the hay crop was cut. Various reports indicate good stand. Excessive moisture or extreme heat would be harmful. Next six weeks will tell the tale. Then favorable weather will be wanted to gather the crop. If the present favorable outlook for a very large crop is fulfilled, some think prices might sell close to \$11.00. Should anything happen to the crop, with no reserves from last year, prices would advance rapidly. The farmer is to be reckoned with. It is his crop and he had a taste of much higher prices last year. Many are anxious to make investment purchases on declines. — Southworth & Co.

TOLEDO, O.—Clover seed situation is present scarcity versus prospective plenty. Timothy situation is present plenty versus prospective scarcity. Weather markets are fickle. Providence has smiled on clover crops, but frowned on timothy. Large clover seed crop is due this year. Acreage is not large, but condition is fine in several important states. Iowa is complaining of grass-hoppers. Will they spread? Iowa is not a large clover seed producer, but she generally leads on timothy seed. Twenty-one dollar clover last spring and present high prices of other farm products, will make farmers slow sellers at present prices. They can store seed easily. We will probably export if freight room can be secured. Stocks old seed almost exhausted. Crop still has a long road to travel. Large timothy stocks are not on the bargain counter.—C. A. King & Co.

TOLEDO, O.—Clover seed surprised even its friends this week by staging a spectacular comeback. Very unexpected as there had been no change in the scenery. Growing conditions could not be improved. First crop hay all cut. Then some beautiful showers to give it the right start. Why the sudden change in sentiment? Shorts became panicky, and the higher they bid the offerings tightened up. New crop, of course, is in the making and never had a better start, but must travel through two critical months, July and August. The trade must be impressed more and more that the world is at war, and that war prices must prevail. It takes more than scenery at this period to make a crop. Even if it comes thru and a good crop secured on no larger acreage than last season, it will probably be needed. Depletion of old stocks the world over leaves many holes to be filled, and there are some big men in the trade who feel present prices around \$13.50 for October are not exorbitant.—J. F. Zahm & Co.

THERE are probably more failures in obtaining stands of crimson clover than of any other forage plant commonly grown in the United States. Crimson clover is especially susceptible to unfavorable weather and soil conditions, both at the time of seeding and immediately afterward. The stored seed loses its vitality more quickly than other seeds and as a result the crimson clover seed offered on the market, frequently contains an unusual proportion of dead seed. On account of the difficulty of getting a stand under the best conditions, it is important to know before seeding what proportion of any particular lot of seed may be expected to grow under favorable conditions so that the rate of seeding may be adjusted accordingly. In former years

most of the crimson clover seed used in this country was imported from Europe, and it is safe to say that all of the seed imported after December 1, as well as some of the seed that is imported earlier, is available for use the next season. Since December 1, 1917, 628,000 pounds have been imported, something less than one-third the amount imported in the corresponding period a year ago. — Edgar Brown, Bureau of Plant Industry.

From the Seed Trade.

CHAMPAIGN, ILL.—The clover crop for the first cutting is the best we have had for several years, but it has a long road to travel between first cutting and seed crop. However, the acreage is limited and the crop in this section would have no influence on the market. There will not be much timothy seed to be shipped out this season, the acreage being reduced because of the high prices for grain crops. There is no blue grass or alsike seed raised here for market. In fact, this section of the country is devoted chiefly to cereal grain crops rather than grasses.—Champaign Seed Co.

POCOMOKE CITY, MD.—There is no alfalfa, alsike, timothy, mammoth red clover and blue grass seed harvested on the Delaware, Maryland and Virginia Peninsula. There are very limited quantities of medium red harvested and some supplies of crimson clover. The crimson supply this year is limited but has been harvested in good condition. Wheat crop is quite variable, some fields showing very poor, others fair and a few very good. Seems to be yielding well compared to the quantity of straw. Rye is very good this year, in fact, better than usual, with large acreages. Same is now being harvested in good condition. Should be fairly liberal quantities for shipping out. There has been a general curtailment in the use of truck crop seeds by the farmers generally. Most of them are putting their attention more to the staple crops. Sales of the clovers and cowpeas have been heavy and sales on most truck crop seeds very light with the exception of a few.—Peninsula Produce Exchange of Maryland.

A REGULATION requiring any member making trades in futures to give up the name of a clearing house member at the time the trade is made was adopted recently by the directors of the Chicago Board of Trade.

Seed Movement in June.

Receipts and shipments of flaxseed, timothy, clover and other grasses to and from the principal markets during June, with comparative figures for June, 1917, were as follows:

	FLAXSEED.			
	Receipts.	1917.	Shipments.	1917.
	1918.		1918.	
Chicago, bus.	17,000	238,000	.....	.....
Minneapolis, bus.	647,860	565,000	27,170	17,280
Milwaukee, lbs.	33,000	8,470	.....	.....
TIMOTHY.				
Chicago, lbs.	392,000	1,117,000	509,000	779,000
Milwaukee, lbs.	30,000	84,486	89,730	241,862
CLOVER.				
Chicago, lbs.	108,000	307,000	4,000	157,000
*New York, bags	.....	.....	.....	.....
Milwaukee, lbs.	9,445	132,907	.....	3,800
OTHER GRASS SEED.				
Chicago, lbs.	514,000	979,000	276,000	2,228,000

*Includes timothy and alfalfa.

Our Railroad Problem.

[A series of four articles dealing with transportation, written by W. M. Hopkins, Traffic Specialist and Commerce Attorney.]

The matter of transportation has always been of the greatest importance to the human race and to commerce, so much so that common carriers have always been subject to special laws defining their responsibilities, duties and rights.

A common carrier occupies the position of a trustee to those employing its services either in the transportation of persons or property, therefore the rights of those entrusting the safety of their persons or their goods to common carriers always have been safeguarded by law.

A railroad operates in a dual capacity. First, it is a private corporation organized and conducted for the profit of its owners.

Second, it is a common carrier licensed by State Governments to carry on the business of transportation. It is an agent for those who employ its services but carries on its business under its own name. Its primary duty is to transport with safety and reasonable despatch. It is an insurer of property entrusted to its care and cannot exempt itself from liability except from the "act of God or the Common Enemy." It has a right to charge and collect a reasonable sum for its services, which sum is deemed to be reasonable when it returns a fair dividend upon the investment after all expenses of operation have been deducted.

A RAILROAD COMPANY is granted extraordinary powers. It may take your property for railroad purposes upon the payment of a reasonable sum. It has a right to fix its own charges and those charges when published become a law as

much so as any law on the Statute Books and you must pay those charges whether you think they are right or wrong until some lawful authority has declared them to be wrong and has determined what the right charge should be. It controls without interference its investment and expenditures. Its revenues are derived wholly from the public who employ its services, therefore the public pay for all mistakes or extravagance of management and misappropriation of funds.

The matter of transportation is of no less interest today than it ever has been. Indeed, it is greater because the commerce of the world and our whole fabric of civilization is dependent upon transportation. The sums expended in the employment of railroads are a part of the expense of doing business, and in many lines the transportation expense amounts to 40 or 50 per cent of the total expense. Moreover, your rates and service are of the utmost importance because upon them depend to a large extent the area in which you can distribute, the markets you can reach with your products and the sources from which you can draw your raw material.

Now bearing in mind that a railroad company is your trustee or agent doing business for you in its own name and as a licensee is subject to Government regulation and control, we will briefly consider the different stages of development of our transportation agencies.

FIRST ERA.

For many years after railroads were first built in this country they were operated as private property not subject to Governmental regulation or control and bound only by common law rules. The reason for this was that there probably

did not appear to be any necessity for the exercise of the power of regulation and control which was always inherent in the Government. The undeveloped country, sparsely settled but rich in resources, was sorely in need of transportation facilities, especially in territories remote from water-ways, therefore capital was invited to engage in the business of common carriers upon its own terms, subject only to common law rules.

Under these conditions the country made wonderful progress and particularly in the twenty years following the close of the civil war, but as commerce developed, competition increased and the matter of rates and service became of more importance; besides, certain abuses crept in to the unrestricted operation of railroads. Tariffs were published but had no meaning in fact because rates were not maintained. The big fellow got much lower rates than the tariffs and the only one who paid the tariff rates was the little fellow. Shippers at junction points were preferred both in rates and car supply and service to the shipper at the local stations.

Railroads were in politics and controlled legislatures and courts and for a long time it was impossible to get a bill through the legislature that the railroads did not want. Speculation was rife, railroads were exploited, overcapitalized and thrown into the hands of receivers. In short, the conditions became intolerable and finally after several years of effort an attempt was made in 1887 at Federal regulation and control.

The lesson that we learn from the first era of railroad operation is that the commerce of the country cannot stand privately owned railroads with unrestricted operations.

HESS GRAIN DRIERS

Continuous and batch discharge
Ten sizes—all capacities
Dry anything granular
New Booklet ready.

HESS WARMING & VENTILATING CO.
907 Tacoma Bldg., Chicago, Ill.

For steam heat only (see Fuel Administration's ruling on fire heated driers)

Supreme Court Decisions

Place of Consummation of 'Phone Contract.—If the communications leading up to the contract are had over the telephone, the contract is deemed to have been made at the place where the offer of one is accepted by the other.—*Cuero Cotton Oil & Mfg. Co. v. Feeders Supply Co.* Court of Civil Appeals of Texas. 203 S. W. 79.

Carrier Liable for Shortage.—If a carrier receives the quantity of wheat stated in the B/L, and delivers a less quantity, it is liable for the difference. Mere fact that weighing of wheat was done by a third person did not relieve carrier of liability when it delivered less quantity, where it accepted such weight and entered it on the B/L.—*Baker v. H. Dittlinger Roller Mills.* Court of Civil Appeals of Texas. 203 S. W. 798.

Carrier Liable for Flood Damage Thru Negligence.—Where there has been antecedent delay in shipment, followed by an unprecedented physical event comprising what is known as an "act of God," if the carrier has failed to exercise due care after discovery of such an event and its impending perils, the carrier will be liable, if damage ensues because of such neglect.—*Toledo & O. C. Ry. Co. v. S. J. Kibler & Bros. Co.* Supreme Court of Ohio. 119 N. E. 733.

Carrier Liable for Misdelivery.—A carrier, by delivering goods to the consignee without the production of the B/L, becomes liable to a bona fide holder of the bill for value, whether by way of purchase or as security for advances before the delivery of goods at destination. Under the Carmack Amendment, (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [Comp. St. 1916, §§ 8604a, 8604aa]), the initial carrier of an interstate shipment is liable for a misdelivery by the terminal carrier.—*King v. Barbarin.* U. S. Circuit Court of Appeals. 249 Fed. 303.

Damages for Error in Message.—Where the shipper of apples drew on the consignee for \$2 a box, and, after the consignee's refusal to accept and its offer of \$1.75 a box, sent a telegram to the bank holding the draft to accept \$1.80 a box, which message, by the negligent mistake of the telegraf company was made to read \$1.08 a box, the telegraf company was liable to the shipper for the difference between the price of \$1.08 received by him on the completed sale when the consignee received the altered message and the \$1.80 per box which was the fair market value of the apples. The telegraf company, by procuring the consignee of the apples to make, and the consignee by making, an ex post facto offer to pay \$1.50 a box for the apples, could not deprive the shipper of any part of his actual damages.—*Bentley v. W. U. Tel. Co.* Supreme Court of Washington. 172 Pac. 1172.

Shipper Not Liable for Undercharge.—Where agent of interstate carrier, accepting goods under bill of lading requiring payment of freight by the owner or consignee, inadvertently charged a lower rate than that on file with the Interstate Commerce Commission, the carrier could recover the amount of the deficit. Where interstate carrier accepted goods on order notify bill of lading at a rate lower than that scheduled with the Interstate Commerce Commission, and the owner and consignor attached a draft to the bill of lading which the consignee paid and the carrier collected the freight from the consignee, it could not thereafter recover from the consignor the deficit between the rate charged and the lawful rate, since equity and fair dealing would require the consignee to pay the entire charges.—*Western Ry. of Alabama v. Collins.* Supreme Court of Alabama. 78 South. 833.

Garnishment of Shipment on Which Bank Holds B/L.—Where a borrower, being heavily indebted to a bank, had agreed that the proceeds of shipments were to be applied on such indebtedness and the borrower had sent the bank a draft on consignee of goods sold with B/L attached, the bank, since it had the right to hold the B/L as collateral security for payment of the draft, had a special interest in the consigned property to the extent of the amount of the draft, taking precedence over an attachment under writ of garnishment on judgment against the shipper.—*P. Pastene & Co. v. First Nat. Bank of Nogales.* Supreme Court of Arizona. 172 Pac. 656.

Filing Reparation Claims Within Two Years.—Under Interstate Commerce Act, § 16, as amended by Act June 29, 1906, c. 3591, § 5, declaring that all complaints for the recovery of damages shall be filed with the Commission within two years after the cause of action accrues and not after, the cause of action to recover overcharges must be deemed to have accrued when the overcharges were paid, and not when the shipments were made, particularly as, when the amendment was adopted, it had repeatedly declared in decisions of the Supreme Court that a cause of action does not accrue until suit may be legally instituted upon it.—*Louisville Cement Co. v. Interstate Commerce Commission.* Supreme Court of the United States. 38 Sup. Ct. Rep. 408.

Carrier Liable for Not Having Watchman.—In an action against a railroad for destruction of a carload of hay by fire in an open yard, testimony of a witness, who stated he was in the yard nearly every day, as to whether he ever saw or knew of a watchman being in the yard, was admissible in rebuttal of the railroad's proof that it maintained a watchman. A railroad company is not an insurer of a carload of hay placed by it in its open yard, when not unloaded by the consignee within 48 hours after notification of arrival; its duty as warehouseman being to exercise reasonable care to guard the property, a care which must be commensurate with the danger.—*F. A. Champlin & Co. v. Erie R. Co.* Court of Errors and Appeals of New Jersey. 103 Atl. 807.

Discrimination in Switching Charges.—At a point south of Richmond three railroad companies were competitors for traffic to and from that city. Each road had switching facilities at Richmond, connecting with each other, and each delivered traffic from competitive points to industries on its own tracks in Richmond at its tariff rate to that point, without extra charge for switching; also each road absorbed the switching charge of a competitor on freight to be hauled by it to industries on the competitors' tracks at Richmond. Other railroad companies, not competitors of those for the Southern business, entered Richmond and had switching facilities connecting with those of the competing roads. Such roads, however, did not absorb the switching charges on freight to be delivered to industries on the lines of the roads with which they were not in competition. Interstate Commerce Act, Feb. 4, 1887, c. 104, § 2, 24 Stat. 379 (Comp. St. 1916, § 8564), declares that, if any common carrier subject to the provisions of the act shall directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered or to be rendered than it charges, demands, or receives from any other person, it shall be guilty of unjust discrimination. Held, that the industries located at Richmond on the several railroads should be considered a group of industries, and it was unjust and discriminatory for the competing railroad companies to make deliveries on their tracks without switching charges in case of competitive business, and to absorb same as to industries located on the competing lines, but to decline to furnish the same service with respect to industries located on non-competing lines.—*Seaboard Air Line Ry. Co. v. United States.* U. S. District Court, Virginia. 249 Fed. 368.

Associations.—The courts will not interfere to prevent the expulsion of a member from a voluntary association, unless pecuniary and property rights are involved.—*People's Savings Bank v. First Nat. Bank.* Supreme Court of Washington. 173 Pac. 52.

Seller Must Allow Difference in Freight.

Globe Elevator Co., Buffalo, N. Y., plaintiff, v. Jonas F. Eby & Son, Lancaster, Pa., defendants, before Arbitration Committee No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, Jno. S. Green and F. E. Barker.

On Sept. 13, 1917, plaintiffs bought six cars of oat feed of the defendants, on two contracts, thru Catlin Bros., (brokers) Shipping Instructions, destination, Philadelphia, Pa., notify Globe Elevator Co., Buffalo, N. Y.; route, Michigan Central; hold Victoria. The contract for two cars is the same, except time of shipment, which reads, "Now at Montrose."

Invoices for the two cars were promptly sent and showed that the freight was paid only to Philadelphia, which rate is 4 cents per cwt. less than the Boston rate. Plaintiffs took up the drafts on these two cars and when the other four cars were reported with freight only paid to Philadelphia points, plaintiffs wired asking that drafts be reduced 4c per cwt. to equal the Boston rate basis, rendered debit memos on the two cars already accepted for \$16.12 each to conform to the contract, all of which was refused, the defendants claiming that the railroads would collect any further freight charges that might be assessed against plaintiffs by reason of forwarding the cars back to the original shippers. A vast amount of correspondence took place, both by wire and mail, all to the same effect of defendants refusing to reimburse plaintiffs on the two cars or reducing drafts on the remaining four cars.

On Oct. 5, 1917, upon giving defendants proper notice, both before and after, plaintiffs purchased in the open market four cars, or eighty tons, of the same kind of feed at \$24 per ton, Boston rate basis, showing a difference of \$80 on such four cars, which, with the debit memos on the other two cars makes the amount of this claim.

The evidence shows that all of this feed was in transit and all running on blind billing to Philadelphia rate points, with freight only prepaid to such points, and when the plaintiffs purchased same on a Boston rate basis, which rate was 4c per cwt. higher, and accepted delivery at the Philadelphia rate points, it was the duty of the defendants to reduce their drafts that amount and, when they refused to do so, plaintiffs were warranted in refusing to receive further shipments and were warranted in going into the open market and buying the remainder of the contract on the same terms as originally purchased from defendants.

Therefore, we would find for the plaintiffs and order Jonas F. Eby & Son to pay the Globe Elevator Co. \$112.24 and six per cent interest from Oct. 5, 1917, and also the costs of arbitration.

IMPROVED weather is said to have benefited German crops to such an extent as to make it possible that the new cereal year beginning Aug. 1 will be better than the last one. There is expected to be but little improvement in meat supplies, however, and some breeders are said to have declared that Germany's stocks of cattle and pigs will take ten years to recover their normal size.

Feedstuffs Movement in June.

Receipts and shipments of feedstuffs during June at the various markets, compared with June, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, lbs.	52,502,000	54,107,000	36,550,000	67,204,000
Cincinnati, cars	32	.....	.....	.....
Kansas City, tons	980	1,440	2,360	9,080
Milwaukee, tons	2,448	940	14,811	17,806
Minneapolis, tons	3,223	5,376	54,703	56,583
St. Louis, sacks	52,550	100,050	21,800	89,070
San Francisco, tons	146	1,596	.....	.....

Feedstuffs

MINNEAPOLIS, MINN.—An alfalfa meal mill will be erected by the Culbert Milling Co.

FORT WORTH, TEX.—Robert E. Cowan has been appointed manager of the Ralston Purina Co., of Texas.

DENTER, N. M.—An alfalfa meal mill will be erected here by the Western Alfalfa Milling Co., of Denver, Colo.

PUEBLO, COLO. — The Pueblo Alfalfa Meal Co. has been incorporated to manufacture alfalfa meal. The capital stock is \$150,000; and the incorporators are C. A. Trent of Pueblo, and Lucy Wallick and G. I. Boyd of Fowler.

FOR MISBRANDING of cottonseed meal the Ripley Oil Mills, Ripley, Tenn., was fined \$50; the Brownsville Cotton Oil & Ice Co., Brownsville, Tenn., \$250; Campobello Oil Mill, Campobello, S. C., \$50; Wilmont Oil Mills, Pelzer, S. C., \$50.

DENVER, COLO.—A meeting of the National Alfalfa Millers Ass'n was held here June 25. About 40 members were present, and the old officers and directors were re-elected. Harry Cassidy, pres.; Otto Weiss, vice-pres.; C. A. Trent, treas., and Geo. Lopez, sec'y. Several new members were admitted to membership.

THE MULTIPLICITY of reports has proven a great burden. Monthly reports are of little value. The intention now is to confine the data to cost and selling price; to supplant the periodic compulsory reports with a system of reports on call and a quarterly financial statement. The 60-day rule has been lifted and 120 days substituted tho it is not permissible to contract for shipment beyond 60 days.—Geo. A. Chapman, chairman of the Feedingstuffs Division.

SHIPPERS OF MOLASSES in tank cars are themselves liable for failure to close valves under a decision by the U. S. Circuit Court of Appeals in the suit by the American Cotton Oil Co. against the Alabama & V. Ry. Co., where the court held, in 249 Fed. 308, "Where a consignee of cotton oil furnished its own tank cars for the shipment, and it was not apparent that the inner valve in the car had not been closed, the railroad company, though bound to exercise a high degree of care, cannot be held liable for loss of the oil resulting from failure to securely close the valve, notwithstanding the outer cap might have prevented the escape, had it not been defective; it appearing cars were often transported without fastening the outer cap."

Exports of Feedstuffs.

April exports of feedstuffs, compared with April, 1917, and for the 10 months prior to May 1, compared with the corresponding 10 months prior to May 1, 1917, as reported by the Bureau of Domestic and Foreign Commerce, were as follows:

	April		10 mos. ended April	
	1918.	1917.	1917-18.	1916-17.
Bran, midds,				
tons	810	715	5,947	5,808
Dr. gr., mlt.				
spts., tons	...	...	670	1,243
Millfeed,				
tons	1,849	1,324	10,367	45,520
Corn oil cake,				
lbs.	...	204,844	457,034	14,223,262
Ctn'd cake,				
lbs.	1,221,460	11,286,060	11,045,263	819,416,672
Ctn'd meal,				
lbs.	368,860	23,714,131	33,413,605	265,313,839
Lins'd cake,				
lbs.	5,351,170	...	124,674,429	...
Lins'd meal,				
lbs.	1,401,097	...	18,864,269	...

Alfalfa Milling Co. Reorganized.

The Washington County Alfalfa Milling Co., of Fort Calhoun, Neb., which operates mills at that place and River-ton, Wyo., with general offices at Omaha, has been reorganized, the controlling interest of Pres. Henry Rix having been purchased by A. E. Decker.

Mr. Decker has been elected pres., J. G. Gaebel, vice-pres.; F. H. Frahm, sec'y; and the capital stock has been increased to \$500,000. A new bag factory has been installed with presses for printing. An extensive new steel warehouse has been built, side-track facilities have been increased and the mill is now operating on a highly increased basis. A new sprinkling plant is being installed and the entire premises are being overhauled and many alterations are being made.

A new elevator with a capacity of 250,000 bus. is being planned to be erected in the very near future at Calhoun. This

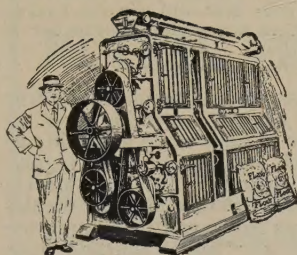
company now owns eight all steel tank cars and is able to procure an ample supply of molasses.

Pres. Decker, formerly with the M. C. Peters Mill Co., is recognized among the trade as a live wire.

J. G. Gaebel, who has entire charge of manufacturing, has been for the past twelve years superintendent of the M. C. Peters Mill Co., plant at Omaha and is a highly efficient and thoroly competent mill man and understands every phase of the alfalfa molasses and mixed feed industry.

W. S. McKee, who has been in sales work for a number of years will have full charge of the sales department with the title of sales manager.

Recognizing the value of a traffic department, F. T. Foster, who has been with the traffic department of the Chamber of Commerce in Omaha, has been appointed traffic manager.



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Patents Granted

1,268,304. Dust Collector. Ambrose G. Warren, Beverly, N. J. Screenings are hung within a casing, cams on a horizontal shaft actuating hammer bars having weights on their inner ends. Air supply means are connected to the lower end of the casing.

1,267,715. Dust Collector. Caswell E. Tutwiler, Clay Center, Kan. Mounted on the upper end of a cone-shaped hopper is a separating chamber having an air inlet and an apertured top thru which extends an air outlet flue slidably movable. An inlet conduit delivers dust-laden air tangentially into the annular space between the flue and the walls of the separating chamber, the incoming air being regulated by an adjustable shutter pivotally mounted adjacent the mouth of the conduit.

1,267,693. Recording Scale. Emil P. Quiram, Elysian, Minn. The scale includes a frame or casing having a rectangular upper chart receiving portion and a lower portion for housing, means located within the upper portion of the frame or casing for holding a chart sheet, weighing mechanism mounted within the lower portion of the frame or casing and having a hand or pointer extending into the upper portion of the frame or casing and movable over the chart sheet, a series of marking devices movable over the chart sheet, and operating means for setting the marking devices with relation to the hand or pointer of the weighing mechanism.

1,268,433. Corn Crib. C. C. Christopher, G. L. Keith, J. E. Allsteadt and E. D. Einsel of Hastings, and C. G. Pelander, Holdrege, Neb., assignors to Hastings Equity Grain Bin Mfg. Co., Hastings, Neb. A corn crib having a doorway formed in its wall, a door hinged at one side of the doorway and movable into and out of position to close the doorway, upper and lower guide flanges upon the exterior of the wall at the opposite side of the doorway, the lower flange extending across the bottom of the doorway, and an auxiliary imperforate door slidably mounted at its upper and lower edges in said guide flanges and movable to position to close and guard the lower portion of the doorway when the main door is in open position.

1,268,663. Conveyor. John M. Alvey, Louisville, Ky., assignor to the Alvey-Ferguson Co., Oakley, Cincinnati, O. The elevator comprises a substantially horizontal receiving end portion and an inclined portion, the elevator embodying a trans-

verse shaft at its entrance end, sprocket wheels upon the shaft, chains passing over the sprocket wheels, transverse flights carried by the chains, a bed over which articles are propelled by the flights, the bed terminating short of the shaft, a conveyor apron extending from the termination of bed to the entrance end of the elevator and means carried by the shaft over which the apron passes and by which the apron is driven.

1,268,580. Grain Car Door Opening Mechanism. Elwin H. Kidder, Chicago, Ill. The combination with a tiltable table having a cradle rockably mounted thereon, the latter being adapted to support a car and tilt the latter to one side, of supporting elements rigidly fixed to the table, a frame adjustable inwardly and outwardly relatively to the car when on said cradle, means for locking frame in adjusted position, thrust members carried by frame, and a pry-off member pivotally mounted on thrust member and arranged to engage the grain door of a car when the latter is tilted to one side to thereby pry off the door as the car is being tilted, said pry-off member being curved inwardly at its lower edge to thereby engage the lowermost boards of the door first and pry the boards of the door off in succession as the car is tilted.

THE COMMISSION has tabulated returns covering the sale of something over 4,000,000 barrels of flour made and sold under the Food Administration's regulations from September, 1917, to March, 1918, inclusive. In face of the regulation of 25 cents per barrel maximum, the average profit per barrel on this flour was about 45c, or over three times the normal profit per barrel. The return on investment was apparently between 25 and 30 per cent. However, with prices maintained at the same level, cost would probably have increased and profit would have been somewhat reduced in April, May and June, 1918, because of the smaller output in those months.—From report of Federal Trade Commission.

A CONDENSATION of the new wheat grading rules, effective July 15, have been published by the Omaha Grain Exchange on a substantial wall hanger.

MONTANA, which had few elevators 10 years ago, now has 912 elevators, according to H. N. Stockett, sec'y of the Northwestern Grain Dealers Ass'n. These are operated by 41 line companies, 423 houses; 8 farmer companies, 21 houses; the remaining being individually owned by farmers ass'ns, 156 houses, Equity Ass'ns,

Cash Freight Order Modified.

On June 29 Director General of Railroads McAdoo issued P. S. & A. Circular No. 9 by C. A. Prouty, on payment of freight charges, from which the following is taken:

While the carrier must protect itself in cases where such protection is necessary, it should also treat shippers or consignees in a business way. The majority of shippers or consignees in the past have paid their freight when they received their goods and that practice should be continued for the future. In many instances with regular customers there is no necessary connection between the delivery of the freight and the presentation and payment of the freight bill; that is, the freight will be delivered to one person at one time and the bill presented to and collected from some other person at some other time. It is not the intent of this order to interrupt reasonable arrangements of that sort which do not involve the granting of a period of credit, but simply to put the transaction upon a cash basis.

Assume, for example, that freight is delivered to such regular customer on Monday and that the freight bill is mailed or delivered on the same day to the shipper or consignee, being received by him in due course upon the morning of the next day. If, now, the shipper or consignee remits his check for the amount during Tuesday so that it may be received by the carrier the morning of Wednesday, that is to be treated as a cash transaction. The bill is presented and paid in due course of business and no period of credit in the ordinary acceptance of that term is given.

This might in fact allow one day for the examination and correction of the freight bill but that would not be the purpose of the transaction. In such case no bond will be required.

If in a particular case it is in the opinion of the carrier necessary or in the interest of economy that a period of two days in addition to that above prescribed should be allowed, this may be done upon the filing of the necessary bond. The check in this case should be mailed or payment made on Thursday.

In many cases at the present time the shipper or consignee corrects his freight bill before paying the same, and pays, not the bill as rendered, but the bill as corrected. There is no objection to a continuance of this practice provided that the shipper or consignee does not abuse it, but proceeds in good faith with a revision of the bill both for undercharges and overcharges. The change should be made in red ink and the tariff authority for the change indicated upon the bill. The carrier should at once check the correctness of the change. If found correct, the transaction is ended; if not correct, the bill should be at once returned to the shipper or consignee with a statement of the amount the collection of which will be insisted upon, in which case this amount must be paid.

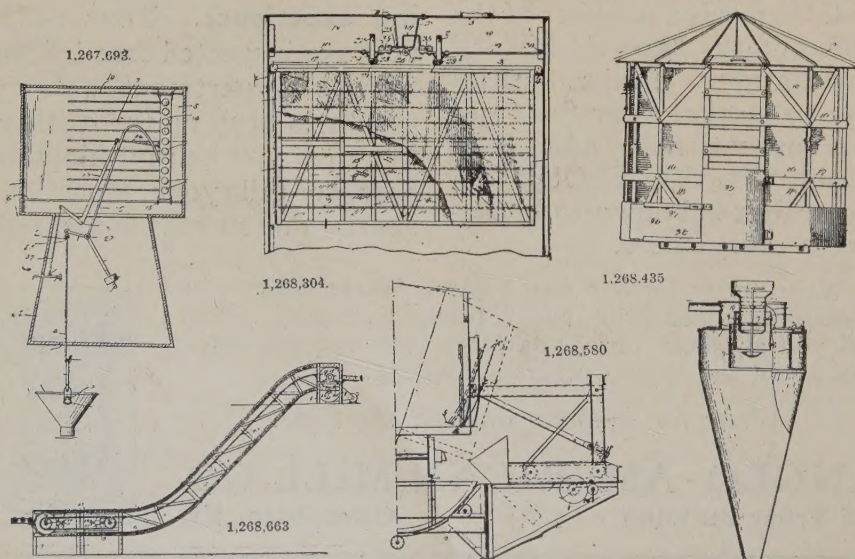
It will be understood that all this refers to questions of rates arising out of the interpretation of the tariff. Any question of loss and damage, shortage in shipment, etc., is an entirely different matter which must be settled thru the regular channel.

In order that working arrangements may be fully consummated before the order goes into force, the effective date has been postponed until Aug. 1, 1918.

The Director General McAdoo's original order read:

Freight consigned to "order" or to "order notify" shall be delivered only upon surrender to the agent of the carrier of the original B/L for such freight, and the payment of the freight charges thereon as herein provided. Provided, however, if such B/L be lost or delayed the freight may be delivered in advance of surrender of the B/L upon receipt by the carrier's agent of a certified check for an amount equal to 110 per cent of the invoice, or upon receipt of a surety bond either individual or corporate, acceptable to the Treasurer of the carrier in an amount for twice the amount of the invoice.

Payment of transportation charges by check will be considered as a payment in cash if the person, firm or company signing or endorsing it, is known to the agent to be fully reliable. Checks are not to be taken or cashed by agents under any circumstances, except for transportation charges.



The GRAIN DEALERS JOURNAL.

Insurance Notes.

H. A. BRAUNAGEL, for several years field man for the Western Millers Mutual Fire Ins. Co., has resigned to go with the Newton Milling Co., of Newton, Kan., as general auditor.

CONCRETE MIXTURES containing as the fine aggregate river sand having a large percentage of particles of coal will not resist fire as well as a mixture containing no organic matter. The spalling of grain elevator tanks in a hot fire is alleged to have been due to coal particles in the concrete.

WITH THE APPROVAL of the Terminal Elevator Grain Merchants Ass'n the Underwriters Grain Ass'n of Chicago has cut down the maximum liability from \$3,750,000 to \$2,750,000 on grain in wooden elevators, and a maximum of \$250,000 on building, thereby enabling the com'lite to increase the subscription of each company about 20 per cent without increasing its liability. The uncovered remainder will be placed on the subscribers in the proportion of the fire premiums of each company to the total premiums in Western Union territory in 1916. It is planned to cancel all insurance now in effect on July 20, when all business will be rewritten in the new ass'n, the buildings for one year and the grain for the unexpired term.

IT WOULD HELP SOME to know what we can pay for wheat as farmers want to rush it in. We had a very heavy loss last year and we do not feel as tho we can stand a repeater as this is a bone dry state, and we have no nerve-building fluids to brace up on. However, the grain men are 100% for doing their part to help win the war, and are feeling good. Good things always come to those who wait.—W. W. Black, W. W. Black Grain Co., Lucien, Okla.

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are designed for use by grain country shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at.....station, on.....date; billed shipper's order, notify.....draft for \$.....made thru.....bank of.....to apply on sale of.....bushels made.....

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HELP WIN THE WAR!

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C. A. McCotter
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in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

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Feed Mill
Fire Barrels
Grain Driers

Grain Triers
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At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

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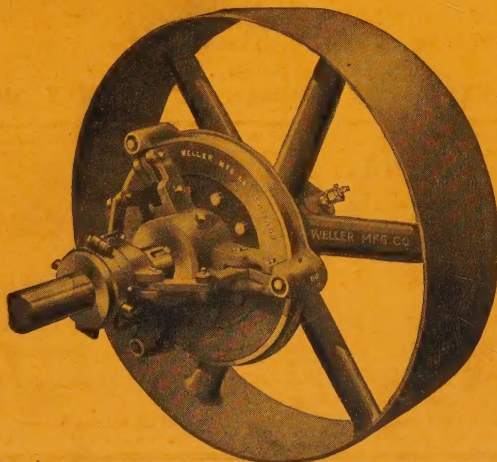
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